

FEDERAL BUREAU OF INVESTIGATION
FREEDOM OF INFORMATION/PRIVACY ACTS SECTION
COVER SHEET

SUBJECT: FREDERICK DUQUESNE

SECTION:7

65-1819

He will further testify from his notes

(Exhibit 1A13-22)

that he received \$500 in \$100 bills from Agent Ellsworth, which were from the monies given to him by SIEGLER. He made a list of these bills which shows them to be as follows:-

\$100	Federal	Reserve	Note,	series	of	1934,	serial	no.	BO2249411A
"	"	"	"	"	"	"	"	"	BO2249412A
"	"	"	"	"	"	"	"	"	BO2249413A
"	"	"	"	"	"	"	"	"	BO2249414A
"	"	"	"	"	"	"	"	"	BO2231950A

At about 8:00 P.M. ROEDER, driving his Buick automobile, met him at the corner of Jackson Street and North Clinton, in Hempstead, L.I.; that he climbed into Roeder's car and was driven to Hicksville, where they had a couple of hamburgers at a lunch room. He handed Roeder the above listed five \$100 bills and Roeder said, "That will help a little". Roeder gave him a receipt reading,

"Received 500 on acct, Carr. "

(Exhibit 1A13 - 120 K3)

ROEDER then handed him two blue-nosed .30 calibre incendiary cartridges, two blue nosed incendiary bullets, two hollow nosed .30 calibre cartridges which he said were of British make and technically termed "parachute bullets"; three light weight brass bullets, which appear to be .38 calibre size, flat on both ends, two of which bore rifle marks. One of the bullets is flat on one side and Roeder stated that this bullet went through two 2" by 4" boards and bounced off of the steel plate.

(Exhibit 1A13-110)

(S. 2138 - P. 9)

He gave him these for the purpose of transmitting them to Germany. He then told ROEDER that he had received \$1,500.00 from Germany for the purpose of buying a bomb sight; that he was advised that they were not interested in the NORDEN bomb sight but wanted to purchase some other make.

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He asked him what he knew of any other bomb sight, which he considered good and which might be purchased.

ROEDER said that he knew of only one or two other bomb sights which, however, he did not think were as effective as the Norden-Sperry sight. He said, however, that he was interested in the matter and would give it some thought. Roeder stated that he was going on a vacation to New Hampshire from August 2nd until August 19th. He requested that he, Sebold, meet him in ten days or a week from Wednesday night, July 31st.

(S. 2138 - P. 9).

July 23,
1940.

SEBOLD will testify that he received in his mail box, Post Office Box 574, Grand Central Annex, a telegram dated July 22, 1940 at New York, which read as follows:-

"
Don't speculate in Wall Street until further notice. Stocks mentioned very dangerous now. I would not touch them until definite improvement occurs. Information following you.
(signed) Security Company. "

(Exhibit 1A3-269)
(S. 2152 - P. 6)

He will also testify that having received the German radio message on July 19, 1940, he wrote the following letter to Siegler.

"
July 23, 1940
Dear Erwin,

I have something for F. Please have him contact me. Everything O.K. I hope the same with you.

Yours,
Harry.

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On the same day he received at Post Office Box 574, Grand Central Annex, a letter addressed to himself as HARRY SAWYER, which read as follows:-

7/22 1940

Dear Harry,

I am an idiot. Forgot to give you last time one message, and now already have a new one
 - - - Please come tomorrow or Wednesday at one o'clock to me. Auf Wedersehen.

L. n

(Exhibit 1A19-76)
 (Q 144 and 145).

He will testify from his notes

(Exhibit 1A19-13)

b7C that he went to LILLY STEIN'S apartment, arriving at about 1:00 P.M. at which time she told him that she was "stone broke"; that she needed about \$150 at once. She said that she had a girl friend who left her fur coat with her, and that she, STEIN, had pawned the coat at a pawn shop; that the girl friend had demanded the coat back and that she, fearing that she would be brought up against the law, took \$130 of the money which he had given her a few days ago and had regained the coat. She stated that she also owed a lot more money besides that, particularly, to a [REDACTED] and to the former building janitor's wife, to whom she owed \$60.00.

He told her that he did not see how he could possibly help her any further; that if he were to write to Germany and tell them that she is "broke" again they would surely fire her and that she could not expect any money for several weeks. She asked him not to radio her money troubles to the other side but did ask him to see if he could get some money for her.

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She handed him three letters from HEINRICH in Detroit. These letters were without envelopes, and were:

(Exhibit 1A8-20 and 21)
(Q172, 173 and 174).

(S. 2108 - P. 20)

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July 17th, 1940.

Duramold Aircraft, plastic material for Aircraft structures.

In an investigation requested by the N.A.C.A., 18 synthetic resins have been tested to determine their suitability for impregnating and bonding wood veneers to form a reinforced plastic of the requisite strength and stability for Aircraft construction. Nine hot pressed and 3 coldpressed phenol-formaldehyderesins, one phenol-furfural resin, four urea-formaldehyde resins and one vinyl acetal resin were investigated. Great differences were observed in the temperatures and pressures required for obtaining satisfactory bonds, and in resistance to delaminating when alternately wetted and dried.

On the basis of these data three of these resins have been selected as bonding and impregnating agents in the preparation of laboratory samples of reinforced plastics for strength tests. These are a phenol-formaldehyde resin which requires hot pressing to obtain good bond and cure, a phenol-formaldehyde resin which cures at room temperature by catalytic action, and a vinyl acetal resin which is permanently thermoplastic and requires heat to make it flow and effect a bond. These are representative of the resins required for investigating 3 different methods of molding reinforced plastics, namely 1.) use of pressure accompanied by thermal curing of the resin.

2.) application of pressure at room temperature accompanied by catalytic curing of the resin, and

3.) use of heat and pressure with a permanently fusible resin.

The preparation of curved and tubular specimens by methods adaptable to the fabrication of large numbers is now being investigated.

Tensile and comprehensive strengths, moduli of elasticity, and water absorption have also been determined for plastics which have been proposed by various commercial sources for use in building propellers, floats, spars, wings, and fuselages of airplanes. The reinforcing agents in these products included wood veneer, pressed wood, flax, jute, and sisal. The results indicate that maximum strength and stiffness are attained with well oriented fibers and thermosetting resins.

Up to here the official report from the National Bureau of Standard

Timm Aircraft Corporation of Van Nuys, California, are without a doubt, the people most advanced in the use of plastic models. Official demonstrations with what calls a tandem Aeromold Trainer have been made recently, to very great satisfaction. This firm is also reported to have a Twin Wasp engine fighter of 1275Hp. in preparation, doing better than 400 mph. but of special interest is the derivation of the new Timm design for Howard Hughes; his

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"
famed racer who made the 7½ hour American transcontinental record is supposed to give the basis for the latest U.S. fighter. Hughes plane was called the R-258-Y.

Clark Aircraft Corporation, Hagerstown, Md.

This firm using plywood, impregnated with a phenolic resin makes the 5 place Clark F-46-A. The fuselage of this job consists of 2 halves, bolted together. Power comes from a 420 HP. Ranger engine and its top speed is allegedly 235 mph. They claim that their material offers 3 times the strength of Aluminum and 9 times the strength of stainless steel sheet. The surface of fuselage and wings is reported to be as smooth as glass Bowman Molded Airplane Co. San Francisco.

I have not seen any of their products except an inside photo of a 5 seater private plane. According to information they are molding several kinds of ingredients into solid resinous fuselages and wings after the mixer has done its work similar to a concrete mixing machine. Their product is supposed not to contain any plywood and consequently has not the strength as the other types who are all using the plywood and resin combination. A Heinkel of this type that crashed in England was as sample material rushed via Vancouver to America, to study the German components.

Heinrich"

"July 17th. 40.

Spotwelding of stainless steel.

For Airplane construction, they are using and welding stainless Alloy No. 301. its components are as follows:

18% Chr.	7%	15%	Carbon
8% Nickel	100 to 100		
3/10% Mang.	3%		Sulphur
	100		
	4%		PH.
	100		

the balance is iron.

The Edw. G. Budd Mfg. Co. (Mother concern of Ambi Budd Berlin has developed this process. It is called shotwelding or New Shotweld-Process.

This is a resistance welding system for stainless steel, in which electric current and time are so proportioned in full strength welding, as to retain the stainless qualities of the metal and also its extreme strength. The welding machine is made by General Electric who are working in close relation with the German A.E.G.

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"

The process was used on the steel outer wings on a P.35 plane.

Wingweight: 2.75 per square foot

340 lbs failure proof pressure

350 lbs. pressure at failure.

Thickness of stainless steel on the wings one tenths of an inch.

Samples of welding done by above process with above machine are included.

Dural- Spotwelding.

Dural Spot- welding is being done very efficiently with High-wave current machinery as produced by Taylor Winfield Ohio.

The enclosed Bulletin No 1404, gives you all of the details useful in this connection.

Seamwelding is also done very efficiently on Dural. I shall go down to their factory in Warren Ohio and study their process with their permission. After my visit will keep you posted further on this subject.

For your information please note that they have a representative for Europe in Sweden. Their name is:

Ab. Asea Svetsmaskiner, Stockholm. Sweden.

Samples and Catalogues here not included Heinrich"

- - - -

"July 20. 40.

When I wrote you on propellers for Airplanes the last time, I could not give you all the information which I thought might be useful for you to know, but meanwhile have been able to find more exact data on 2 important points.

Propeller noise.

There are as yet no devices discovered to cut down or eliminate propeller noise, but the most authoritative engineers are confident that this problem can be solved by changing the propeller sections.

How to compensate torsion on twinmotored Airplanes.

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"

On 2 motored ships all propellers run in the same direction. The torque is compensated by a slight warp of the wing, that gives more lift on one side. Sometimes the center of balance is shifted.

What developments are there in reference to propellers.

The development for propellers on fast ships is toward the 3 or 4 and 4 blade propeller. The reason for this is explained to be the fact that a certain figure should not be exceeded, because; blade-width times speed dictates this development.

For low speed planes the development points toward single blade propellers.

Materials used for propellers.

Most propellers for ships above 150HP. are made of Duralumin, but this material is fast being superceded by stainless steel. On planes with motors below 150 HP., wooden propellers (mostly birch) are used.

In reference to the use of normalized jigs and assembly fixtures.

So far the quantities of planes of any particular type have not justified the use of certain specific jigs and fixtures. However with about 10 000 airplane orders for the Allies (all French orders have been taken over by the British purchasing commission) those types of planes to be manufactured in large quantities, like the Bell Airacobra and Airacuda, the Brewster fighters, the Vultee fighters and Bombers, the types made by the Consolidated Aircraft, and by Boeing and Martin, will see in its production very extensive use of specially designed fixtures and jigs. These jigs are not only used for Assembly of wings to fuselage or tail and flaps, but special jigs and fixtures are being provided for the manufacture of motors and instruments. Heretofore, baukastenartig zusammensetzbare Vorrichtungsteile, have not been considered exact enough, due to the limited number of planes of each type, now however a lot of money is spent to create such labor-saving devices.

P.S. With a monthly total of about 400 planes of 45 different types as late as April this year the use of above devices was impossible."

Heinrich

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He will further testify that with Agent Ellsworth he wrote up and encoded the following messages which they turned over to Agent [redacted] for transmission to Station AOR:-

b7C

"
July 23 4:00 440 Letters Msg. No. 30

Fink says ship Samaria left the harbor on July thirteenth. Scythia on July sixteenth. Ship Typ Westernland, after being here a few days, left for Canada in order to take on cargo there. All of the small ships named in the last report have also left. At the moment only three middle-sized English ships are here for loading. Ville de Mons and Ville de Liege arrived here and are being loaded day and night. They are supposed to leave again in the next few days for Liverpool. Cargo consists of Iron, steel, copper, grains, machine parts, airplane parts, and provisions."

"
July 23 4:00 400 Letters Msg. No. 31

Fink says ship Atland is loading suspiciously. Various Greek ships as well as Norwegian ships which previously sailed to France lie inactive here at the moment. Probably, however, only until formalities have been settled and then to make runs to England. Ten Danish ships lie here in the harbor inactive as before. Queen Elizabeth is still here. There lies in the entire harbor district much material ready to be shipped, but few ships appear to be on hand."

"
July 23 4:00 440 Letters Msg. No. 32

Fink says following ships have left. Delftdyk. Volendam. Tawali. Beranger. Hoerda. None of them armed. Still being loaded as mentioned in last report but ready to sail in few days to England, in most cases Liverpool. Western Price. Kaituma, Kent. All armed and equipped with anti-mine rings. Arrived in the last few days ships Crispin, Porthunter, Appearance as reported, also anti-mine rings, distinguished by yellow cross upper part of hull. Also arrived are Kota Cede. Ville de Anvers. The other two Belgian ships Mercier and Jean Jadot now loading. Cargo is for most part addressed to France and Belgium but is routed to England."

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July 24,
1940.

He will testify from his notes

(Exhibit 1A2-12)

that on July 24, 1940, he went to the Hotel Governor Clinton in order to contact CONRADIN OTTO DOLD and not finding him in, he left the following note:-

"
Have been referred to you by your friends, Fink and Aufzug, S.S. MANHATTAN. I would like to see you before you are departing for Europe on your voyage.

Yours truly

Harry Sawyer
Box 574
Grand Central Annex. "

b7C

He will further testify that on the same day, with Agent Ellsworth, he wrote up and encoded and turned over the following messages to Agent [REDACTED] to be transmitted to Station ACR. These messages are as follows:-

(S. 2010, P.26, 27 and 28.)

"
July 24 4:00 460 Letters Msg. No. 33

Fink says in process of loading for England ships Marga, Heina, Bebray, Tungsna. Except for English ships, none is armed. Some have anti-mine rings. Ships which arrived over the weekend here were in convoy for three days out of England. The cargo of each ship consists of much steel, much copper, many airplanes and parts, automobiles and parts, trucks, many provisions, oil, benzine, both in barrels, many boxes of machinery without markings except numbers as reported, apparently cannon or anti-tank cannon packed in large boxes. The Bernstein ship Panamanian sailed from Baltimore with only a very secret cargo toward Liverpool. She had a fire in the hold before leaving."

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"
 July 24 4:00 580 Letters Msg. No. 34

Dunn says four battleships and ten destroyers of Texas class going to Caribbean to scout for English with six hundred reserve officers and six hundred enlisted men. The Todd dry dock have contract to put antibomb decks on US destroyers. Twenty new destroyers. Twenty from World War. Half with laminated decks. Explosion takes place before bomb reaches lamination. Conservative papers call for union between England and USA. Articles were written to be published when Roosevelt nominated. British Embassy US State Dept. British Bureau of Information drew up articles and State Dept. okeyed them to publishers."

"
 July 24 4:00 100 Letters Msg. No. 35.

By key system do you mean system which you used in your first message?"

July 25,
 1940.

SEBOLD will testify that he received in his mail box at Grand Central Annex, a telegram addressed to himself, as HARRY SAWYER, which read as follows:--

"
 July 24 1940 5:58 P.M.
 Harry Sawyer
 Box 574
 Grand Central Annex

See me tonight after eleven or tomorrow morning eight here hotel or ship Sail eleven Dold"

(Exhibit 1A2 - 13).

He received this telegram too late in order to deliver any material to Dold so therefore did not see him before the boat sailed.

He will further testify that he received a letter from LILLY STEIN, addressed to himself as HARRY SAWYER, at P.O. Box 574, Grand Central Annex, as follows:--

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"

7/24, 1940.

Dear Harry:

Very sorry you didn't show up today. Only
am hoping you'll be able to help me, found some
but onsufficient!!

Please try whatever you can every little bit helps!!

Am tomorrow only by 3.30 home, best please come
Friday by 10.30. ———

Thanks in advance.

L.

Would like to go to W. and cann't, if possible
come by 10.——"

(S. 2108 - P. 36)

Since it was apparent that LILLY STEIN was merely
trying to obtain money, he telephoned her apartment and as she did not
answer but some other lady answered, he left word that he had to leave
town for a few days and would not be able to see her until the follow-
ing Monday morning.

(Exhibit 1A19-8-A.
Q146 and 147).

He will also testify that with Agent Ellsworth he
wrote up and encoded and turned over to Agent [REDACTED] the following
message for transmission to Station AOR:-

b7c

"

July 25 4:00 280 Letters Msg. No. 36

Dunn says investigation being made by [REDACTED] of
mask and cannister to stop chlorine. Members of Brit-
ish Diplomatic Corps, Bullitt and FIR in Hyde Park
on twenty second, discussed Hitlers message. Army
advisory board thinking of stopping production of
Garand rifle because of poor results."

(S. 2010 - P. 32)

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b7C That Agent [REDACTED] turned over to them Message #23, which, when decoded and translated, read as follows:-

" July 25 19:00 300 Letters Msg. No. 23

Regarding message 35 we mean the key system used in our first message. Please send as a test an unimportant message in this system by sending through the source of Richards Anti-Pest Diet please. Leave the day of the week open but code the time according to the number code. Many greetings."

(S. 2010 - P. 33)

July 29,
1940.

SEBOLD will testify that on Monday, July 29, 1940 he received in his Post Office Box 574, Grand Central Annex, a letter addressed to himself as HARRY SAWYER, from LILLY STEIN, which read as follows:-

"

27.7.40

Dear Harry,

Very astonished you did not show up today!!
Waited the whole morning. I expect you Monday at 2-2.30 at my home ———

Otherwise please call.
Many regards.

L."

(Exhibit 1A19-82
Q148 and 149).

He will testify from his notes

(Exhibit 1A19-13)

that he went to her apartment at about 2:00 P.M. and she immediately asked him for money but he told her that he would not be able to spare her a single dollar. She said that she needed some money so that she could go to California. He told her that he received very little money from the other side; that he had to work hard for a living and that he needed every cent he could get together for himself; that she would not be able to expect him to take care of her financially; that as soon as he received money for her he would bring it to her.

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STEIN then handed him two letters

(Exhibit 1A8-22
Q179-183).

from HEINRICH in Detroit, which were contained in an envelope addressed to Stein and postmarked Detroit, Michigan, July 25, 1940. These letters follow:

July 1940

I have covered the performance of Airplane motors at the various altitudes in a separate 2 page report. It covers Pratt and Whitney, Wright- Cyclones, the Ranger 12 cylinder and the Lycoming engines. The data on the Allison liquid cooled engine, you will find in a previous report, covering airplane engines by types and manufacturers.

Wherever you find blank spaces, the information is not available nor can it be obtained; nevertheless I believe you will find the data rather complete.

To make this picture regarding motors as complete as I know how, I include here a few more points.

Compressors as you will observe are run off the main engines directly, some of the types have 2 different blower ratios.

Diesel engines are so far only in the experimental stage, as previously mentioned, and Guiberson Diesel engines are so far the only type for which the government has placed a few experimental orders. A compressor for Diesel engines has so far not been developed.

Nobody in America is working on a 2 cycle Aviation engine, it is all 4 cycle, but you will observe, there is a strong desire for aircooled inverted engines and also for opposed engines. The flat type opposed for mounting in the wing, has many points in its favor, some people predict that the future plan will consist of practically wings only.

Cooling of motors by condensation (Verdampferkuhlung) is not being studied in this country, inasmuch as 95% of all engines are aircooled.

Electric power for Aircraft.

Main engine driven generators, either 6 or 12 volts d.c. have long served as power sources. Present day applications call for high voltages, large generators. The auxiliary engine driven generator, offers a satisfactory means of power supply independent of the main engine. Units are designed to secure minimum weight for a specific flight time. This requires considerations of the weight of the fuel, oil engine generator, and control as well as the efficiency of the plant. Motors are being extensively used to perform various functions. Light weight is essential and in this case efficiency, the duty cycle and ventilation affect design.

The 110 volt, 400 cycle, 3 phase a.c. system is applicable to large aircraft. Generators have been built and tested which rate 12.5 kva at 120 volts and 75% power factor. The machines operate at 3430 rpm, the speed being fixed by the prime mover. Satisfactory parallel performance is readily obtained. Light weight high speed induction motors are well suited for the 400 cycle, 3 phase operation. Two pole machines have a synchronous speed of 2400 rpm. The larger sizes will develop double full load torque, with less than 3/4 times full load current. The control regulates the a.c. power supply, furnishes 14 or 28 volts d.c. for battery

Electric power r Aircraft continued.

charging and d.c. auxiliaries, establishes satisfactory parallel operation and practically eliminates radio and audio interference. The electronic voltage regulator responds faster than a mechanical type, has simple and positive anti-hunting characteristics, rectifies a.c. power to secure d.c. field excitation current, and builds up the generator by means of its residual. The battery charging unit consists of a dry plate rectifier, fed from a 3 phase transformer through a tap changing device under the control of a mechanical regulator.

The 110 volt 400 cycle a.c. system is suitable for light radio equipment and is practical for 3 phase induction motors. The use of 3 wires in conduits, together with the proper balance of single phase loads between the 3 phases, avoids the impedance drops which occur with single phase. Motors will start and produce rated outputs without the use of centrifugal switches, external condensers and other control devices. Thus the system is well adapted for application on large airplanes which make extensive use of electric power and have heavy motor loads.

The 24 volt system is becoming a standard on Airplanes d.c. auxiliary power. Generators have been built which rate 5 kw, 28½ volts, 175 amperes and operate at speeds of 3200, 3430, 4000 and 6000 rpm. The prime movers have determinate speeds. It appears that motors will operate at or below a speed of 10,000 rpm. The inherent limitations of armature, construction and high starting torques required tend to limit maximum speeds. Machines which have been built run at 7500 rpm.

The control regulated the d.c. power supply and furnishes charging current for a small battery. It automatically disconnects the battery when the power plant is shut down and functions with little radio or audio interference. The voltage regulator is a small light weight device utilizing a modification of the industrial silverstat. Contact maintenance is practically eliminated by distributing the duty over 15 to 20 contacts, voltage change during warm up is offset by low temperature coefficient coil wire, bimetal compensation corrects for ambient temperature variations, and the reverse current device drops out at a low current value. A start-run contactor, mounted within the generator, permits the use of the machine for starting the power plant.

The 24 volt d.c. system appears to be best for standardizing on one potential for a number of different size airplanes. It is possible to readily handle battery charging without upsetting present standards. This system may be applied to advantage on the lighter types of airplanes, which have small motor loads.

The 2 systems now available 110 volt, 400 cycle 3 phase a.c. and 24 volt d.c. meet present requirements and provide for future increases in the use of electric power.

The information supercedes and completes my previous report on this subject.

Heinrich

Note that drawing on second sheet is not the first sheet.

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[illegible]

Wright Double
row Cyclor 14.

[illegible]

Wright double
row 18 cyl.

These double row 14 cylinder engines are powering the North-American B-25 bomber, the Douglas Army B-43 bomber, the Douglas A-26 attack-bomber and the Martin Navy, twin engine patrol-bomber.

The double row 18 cylinder powers the 4 engine coupled B-2 bomber and the Consolidated twin engine long range flying boat. A Wright 2 speed supercharger increase performances at high altitudes and using the higher speed and provides a moderate rate of supercharging for take off and at sea level operations. As previously advised, the change from one to the other speed of the loader is done by a simple control in the cockpit. It works like the old type gas accelerator on motorcar-steering wheels.

Heinrich

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Sebold will testify that he arranged to meet her again on Saturday, August 3, 1940, at 11:00 A.M.

He will further testify that Agent Ellsworth wrote up and encoded the following message which they turned over to Agent [REDACTED] for transmission to Station AOR and which read as follows:-

"
July 29 4:00 140 Letters Msg. 35 (should have been Number 37)."

I am sending you microphotos by mail. How shall I send you accumulated bulk materials? United States Lines no longer go to Europe. Greetings."

(S. 2010 - P. 34.)

That they received from Agent [REDACTED] Message #24 which he stated was received from Station AOR which, when decoded and translated, read as follows:-

"
July 29 14:00 140 Letters Msg. No. 24.

Please repeat the first sentence of your message 36 regarding chlorine. Does it concern new gas masks? Who is [REDACTED] Greetings."

(S. 2010 - P. 35).

July 30,
1940.

He will testify that with Agent Ellsworth he discussed and encoded Message #38, which they turned over to Agent [REDACTED] for transmission to Station AOR, and which follows:-

"
July 30 6:00 260 Letters Msg. No. 38

Repeating message 36 Dunn says investigation being made by [REDACTED] of mask and cannister to stop chlorine. It concerns new gas masks. [REDACTED] American of German descent in U. S. Army."

(S. 2010 - P. 38).

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July 31,
1940.

SEBOLD will testify that he received in Post Office Box #574, Grand Central Annex, a letter addressed to himself as HARRY SAWYER from LILLY STEIN, reading as follows:-

"

7/31, 1940

Dear Harry:

Situation is desperate. Can't find any help!! Please send me something, tomorrow 1¢ makes it worth!! S.O.S., S.O.S.

Tomorrow 1:30 at home, Friday early morning. Please help.

As ever

L."

(S. 2282 - P. 3)
(Exhibit 1419-84 and 85).
(Q163 and 164.)

He will further testify that with Agent Ellsworth he wrote up and encoded and turned over to Agent [REDACTED] for transmission to Station AOR the following message:-

"

July 31 4:00 200 Letters Msg. No. 39

Richards antipest diet is made in Ohio and sold in all local drug stores. One can buy a whole bunch of it cheap and I have already ordered 300 packages for the coming year."

(S. 2010 - P. 37)

That Agent [REDACTED] turned over to them messages which he said were received from Station AOR and which, when decoded and translated, read as follows:-

65-1819

" July 30 15:16 269 Letters Msg. No. 25
(should be 280)

A new friend will arrive middle of September. Password - Bring greetings from [REDACTED] Your reply - Is he still with the Swift people? He will pay you \$1,000.00. We will radio later to whom to pay money. Regarding yesterdays inquiry send by Clipper or Export Line steamer via Portugal. Greetings."

b7C

" July 31 14:35 160 Letters Msg. No. 26

For Fink. Maintain connection with [REDACTED] However, temporarily give further reports through Tramp. Visit with password. [REDACTED] is dependable. End."

" July 31 14:35 80 Letters Msg. No. 27

For Stigler. Keep all positions. Best thanks. Keep working in the same spirit. End."

From his notes,

(Exhibit 1A13 - 22)

he will testify that ROEDER, driving his Buick automobile, met him in Hempstead, Long Island, at the corner of Jackson and North Clinton Streets at about 8:00 P.M.; that ROEDER immediately asked him if there was any news and he told him that he had none. Roeder was in a hurry to make another appointment, and only spent about twenty minutes with him. He said that the SPERRY COMPANY is not going to move to Stamford, Connecticut but that they were going to move to Bethpage, Long Island and take over an old factory building of the GRUMMAN AIRPLANE WORKS. He said that he was going on a vacation starting Friday, August 2, 1940 and would be gone until the 21st of August, which would be Wednesday, and that he would meet him at 8:00 P.M. on that night.

He asked ROEDER if he had heard anything new about a Bomb Sight and Roeder said that he had no new information; that SPERRY was going to simplify the old Bomb Sight and that in October he, ROEDER, would be giving him, SEBOLD, some more materials.

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65-1819

ROEDER said that the old Sperry Grade "A" and "B" employees were going to have a pistol permit for protection against Fifth Columnists and spies. He laughed a great deal about this and said "If they only knew what I know!"

He then handed ROEDER his black brief case together with the booklet entitled, "The Air Corps Technical School - Pistol Training".

(S. 2138 - P. 12).

August 1,
1940.

SEBOLD will testify that in view of the Messages #25, #26 and #27 received on July 31, regarding Fehse and Stigler a letter was sent to Siegler care of S.S. AMERICA and read as follows:-

August 1, 1940.

Dear Erwin,

Have Aufzug and Fink meet me Friday 5 P.M. Important

Harry"

(Exhibit 1A14-43)
(S. 2244 - P. 6).

He will further testify that with Agent Ellsworth microphotographs of the following material were made and pasted on sheets of paper in order as to the individuals who had given them to him and were mailed by Clipper to [REDACTED] Coimbra, Portugal. These are as follows:

b7C
1.

One sheet containing microphotographs of materials from ROEDER including two Sperry Bulletins; 1 article on dynamic balancing of small gyroscope rotors; leaflet concerning Western Electric Radio Receiver 14-1 and article reprinted from Journal of the Aeronautical Sciences. The microphotograph of the letter from FEHSE to informant concerning the building of submarines was also pasted on this page.

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- "
2. One page containing microphotographs of the Air Corps Manual and Pistol Shooting given to informant by CARR, said Manual having been returned to CARR by the Informant. These microphotographs were compared with the original document and marked by Informant for evidence.
 3. One sheet containing the last group of patents furnished to informant by DUQUESNE.

(S. 2244 - P. 29)
(Exhibit 1A13-90, 91
1A3 - 289).

b7C He will further testify that Messages #28 and #29 were turned over to Agent Ellsworth and himself by Agent [redacted] as having been received from Station ACR and when decoded and translated read as follows:-

"August 1 10:25 200 Letters Msg. No. 28
(Should be 100)

Message of July 31st cannot be deciphered. Please code according to your system until further notice."

"
August 1 15:50 220 Letters Msg. No. 29

Allison Motors - Carr shall proceed to Indianapolis and secure exact information. Stop. Regarding Dunn's letter June 1, shell dropped from plane by hand, made in Canada, extremely important. We request exact details. Many regards."

(S. 2010 - P. 41 and 43).

August 2,
1940.

He will testify that with Agent Ellsworth they discussed and encoded the following messages which were to be sent to Germany:-

"
Message No. 40.

Allison Motor - Carr on vacation in New England. Will be back July 21. Any other instructions? Stop

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"

Next message is repeating my number 39 by your system."

"

No. 41. Richard Antipest Diet is made in Ohio and sold in all local drug stores. One can buy a whole bunch of it here and I have already ordered 300 packages for the coming year."

b7C Agent [REDACTED] These messages were taken by Agent Ellsworth to for transmission to Station AOR.

He will further testify that he telephoned to LILLY STEIN'S apartment, but she was not there. He left word with the woman who answered the telephone that he would not be able to see her on that day.

(S. 2282 - P. 3)

He will further testify from his notes

(Exhibit 1A20 - 3)

that at about 5:00 P.M. he arrived at Columbus Circle, New York City, where he met FRANZ STIGLER. Stigler told him that everything was "hot" and that he personally was in a great hurry. He said that FEHSE had been followed by men in a motor car and had also been "tipped off" by his landlady that men had been at the residence. He also stated that FEHSE was watched in Newport News and that suspicious things happened there. He did not go into detail as to this. Stigler then stated that the Personnel Manager of the U. S. Lines sent a telegram to Fehse requiring him to proceed to the office in New York; that it then looked as if Fehse would get a job on the AMERICA. He said that FEHSE was in hiding until everything cooled down; that he, Stigler, was going to take charge of Fehse's work in this business until he can work again.

SEBOLD will further testify that he had in his

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possession copies which he had made of the messages for FEHSE and STIGLER as well as a part of the message regarding the sending of materials by export liners to Portugal. He handed these to Stigler, and Stigler said that he believed he could develop the information from English ships as to the effect of the German air attacks, and also that he would be able to get him, SEBOLD, a messenger on an export liner; that he would let him know the name of this individual at their next meeting.

He then asked STIGLER who [REDACTED] was, and Stigler said that he is the man with the radio in Baltimore. He then asked him who was meant by "tramp" and Stigler said that that referred to him, SEBOLD. With regard to [REDACTED] who were to be visited with the password, STIGLER said that they were new men who were to be brought into the organization. Stigler then mentioned that there were three men working for the organization in the Bronx. One of these, as he, Sebold, recalls, was named HEUBNER and who Stigler stated used to work for the TODD or ROBBINS DRYDOCK COMPANY.

Stigler, in conversing about various operatives in the espionage work, stated that he had recently mailed invisible writing pencils, pencils which could be used to make secret writings, to men in the Bronx and also to a man named [REDACTED] Santa Monica, California.

When he asked Stigler if he knew someone on an export liner who could be used as a messenger, Stigler made the remark that he would have to talk things over with his "chief". He asked him who he meant by the "chief" and he said the "chief", possibly the cook, on the S.S. AMERICA, and that his "chief" used the name "HARD".

Stigler then gave his residence address as 23 West 70th Street, New York City, and told him that if he wanted to communicate with him in the future he should write to that address and sign the letters with some girl's name in such a manner as "Love, Kate". STIGLER, with regard to FEHSE being followed, said that there was a lunch wagon directly opposite the QUEEN ELIZABETH pier and that in this lunch wagon there was a waitress whom Fehse became acquainted with and took out for a walk one evening and ever since he took this girl out he had been followed. Stigler handed him a typewritten letter, the heading of which was torn off, and which reads as follows:

(Exhibit 1A20-7;

Q201.)

(S. 224 - P. 11.)

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Dear Sir,

I offer you :

New weapon who put every ship out of action : equal efficacy, same power in attack and defence - weapon unknown, otherwise it would be in action everywhere - put also battle-ships of 45'000 or 50'000 tons out of action - one can gain with this new weapon sea-battles - one can even exterminate an entire navy - various uses, for expl.: a little war-ship can combat unassisted(alone) a battle-ship and beat it - further: this new weapon is a first class coast-guard - besides : save to be constrained to build many battle-ships very dearly - practical demonstrations are possible in 15 days nearly - in any other weeks a certain number of this new weapon could be ready for combats - Fabricatin very rapid, and not dear.-

My conditions: If on the occasion of my practical demonstrations J, or other persons, will together put out of action 3 (three) ships, you pay me the price concludet (fixed) and deposited.-

J also make the following inventions:

Against T a n k s and against all other Vehicles for war : a weapon with which every single soldier can put out of action 3 to 5 or even more TANKS etc.

Against parachute-men, forteresses isolated, places encircled, etc.: the most efficacious weapon for attacks - to force the surrender. Absolutely unknown.

Against all flying-machines and Stukas : a weapon who make possible to bring down 1e or 2e or 3e % or even more, of the aggressors.- This fourth invention is not yet quite terminated. It require still trials.-

Please let me known for every weapon the addresses of about 1e great Establishments in U.S.A., who manufacture weapons of this kind.- Many thanks.-

I am, Sir, your respectfully

b7c

Neustadtgasse 7
Zurich 1. (Switzerland)

29i

P.S. Every establishment who buy an invention, can reckon on my strict discretion.-"

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Arrangement was made to meet again on Monday night, August 5, 1940, at 9:00 P.M. at the same place.

(S. 2244 - P. 6)

August 3,
1940.

He will testify from his notes

(Exhibit 1A19 - 13)

that he went to LILLY STEIN'S apartment, arriving at about eleven o'clock in the morning, and she told him that she must have help very soon and she showed him a letter written by the real estate people, advising her that she would be dispossessed by August 5th. She complained about not receiving money from Germany, and he suggested that she give him a detailed statement of her receipts and the amounts due her, after she had requested him to radio the other side for money. She then wrote on the back of a New York Telephone Company envelope, addressed to her, the following statement:-

#

\$450	on arrival
\$200	beginning January
\$200	end of March
\$300	last payment
<u>\$1,150</u>	TOTAL

(Exhibit 1A19 - 87)

She stated that she had been in America ten months, and should have \$1,500.00, making a total due her of \$350.00. He told her that he would write to Germany and give them this statement, and ask them to straighten her out.

b7c She stated that she had seen ELSE recently and had asked her about [REDACTED]. This was with reference to the information which he had given her on their previous meet, in which he mentioned that a man named [REDACTED] from South Africa was bringing her some money and she asked if it might be [REDACTED]. She stated that ELSE said that [REDACTED] is being searched for in America; that he was a propagandist, and wrote a book entitled, [REDACTED].

(S. 2282 - P. 3)

65-1819

August 5,
1940.

He will testify from his notes

(Exhibit 1A15 - 9)

that he arrived at Columbus Circle, New York City, at about 9:00 P.M. where he met ERWIN SIEGLER and FRANZ STIGLER. During the conversation which ensued, they said that the name of the contact on the export liner, S.S. EXOCHORDA, was ERICH STRUNCK.

Siegler said that he and Strunck were in jail in Hamburg because of a violation of the law there which required any native German, on penalty of death, to register with the German government his holdings of Foreign Currency. Siegler said that he and Strunck were in jail together; that he observed that Strunck was a very tough fellow who refused to talk; that he got the idea later that Strunck would be a good man in this work. Siegler said that while he was in jail in Hamburg the German authorities approached him about entering the espionage service and "nearly scared him to death". He said that he and Strunck were willing to engage in this work as a debt of gratitude to the Nazis. He said, however, that this would be the first time that Strunck had ever engaged in the business.

He, SEBOLD, arranged to meet Strunck and Siegler on Wednesday night, August 7, 1940, at 9:00 P.M., at the same place. Siegler and Stigler stated that after he had given the material to Strunck he should radio Germany and have them meet the EXOCHORDA and STRUNCK at Lisbon. He suggested to Siegler and Stigler that he needed a new mailing address in Portugal and asked Stigler about

b7C [redacted] Stigler said that [redacted] real name is [redacted] and that he lived in Lisbon, Portugal. [redacted] Stigler also stated that [redacted] German languages at Coimbra.

He then asked STIGLER if he could get him two of those pencils which were used for invisible writing. Stigler said that the pencils came from Germany and that [redacted] are used to send messages to Germany; that no one in the United States knows how to develop the writing made by these pencils.

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He suggested that he, SEBOLD, write to Germany and ask them to send a couple of these over on the ship with STRUNK. He asked Stigler more about [REDACTED]. Stigler said that the man lives in Philadelphia, and not in Baltimore; that he was going to meet [REDACTED] on Thursday evening, August 8, 1940, in Philadelphia. He asked Stigler about the two new contacts named [REDACTED]. Stigler stated that he understood that these two men were going to approach him first, and that he was waiting for them to show up. He indicated that they were possibly coming from Germany. From the way he talked about a man whom he called [REDACTED] SEBOLD, gathered that [REDACTED] Stigler said that [REDACTED] left the United States recently on a German passport via clipper to Lisbon. He left after his wife had made some boastful remarks to the effect that he, [REDACTED] was carrying important papers for the German Consulate or Embassy in America; that his wife was connected [REDACTED] at the World's Fair and that she was born in Chicago, of German extraction.

b7C
He will further testify that after holding the above conversation they all left Central Park together. After Stigler said that he wanted to go get a girl they went to 632 Eighth Avenue, New York City, to a Greek restaurant upstairs. As they entered the place, two girls came over to STIGLER and SIEGLER and went to the table with them. All five sat down together and had a cup of coffee. These two girls at first acted suspiciously toward him, SEBOLD, and indicated their wonder that he should be along with Siegler and Stigler. However, after they talked together for some time one of the girls began talking a great deal with him, Sebold. She was called [REDACTED] and said that she was a refugee from Russia; that she went from Russia to Germany, and left Germany fourteen years ago for the United States. She spoke perfect English with no accent. She said that she was 34 years old, and claimed to be a White Russia, that is, loyal to the Czar.

The other girl whose name he did not learn was very attractive, and a brunette, about 25 years of age. From the conversation he gathered that she came from Harrisburg, Pennsylvania. Both girls appeared to be employed at the place as waitresses. There was practically nobody in the restaurant except an old Greek, who was the proprietor, and who seemed to have no objection to the girls sitting at the table; that, also, while there, a man who appeared to be a ship's officer, dressed in uniform, stuck his head around the corner, looked at the girls and nodded to the smaller one and left.

From their conversations he, SEBOLD, gathered that many of the higher paid seamen from the ships gather at this place and that probably FEHSE and STIGLER secure much of their information regarding the arrivals and departures of ships and their cargoes from the sailors and these girls.

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He overheard the conversation between the girls and STIGLER and SIEGLER in which they were talking about some sailors whom ██████ said she considered very suspicious and secretive in their visits to the restaurant. She said that she found out that they are working for the Russian government. In her conversation with him, SEBOLD, he told her that he was a seaman himself, and she asked him if he knew numerous sailors, whom he did not know. However, she then asked him if he ever knew a man named RENKEN and he said yes, that he knew a DR. RENKEN. She said that was not the same man - the man she knew was an Irishman.

b7C [At this meeting SIEGLER and STIGLER claimed not to know where FEHSE was living or staying at that time, stating that he was hiding until things cooled down. He asked Stigler where he had obtained the letter which he turned over to him on the previous meeting. Stigler stated that he had received it from his friend, HARD, and that Hard had obtained it from a friend of his who worked in the shipyards at Newport News; that this friend had stolen it from a fellow who worked at the ship yards and who received the letter direct from ██████ in Switzerland.

Stigler then dated the girl from Harrisburg, Pa. and arranged to meet her across the street in a rooming house. The girl left the place first and Stigler followed. About fifteen minutes later Siegler received a telephone call at the restaurant and told him that he had a date. Siegler and he then went out of the restaurant and separated on the street.

(S. 2244 - P. 8)

65-1819

August 6,
1940.

b7C He will testify that Agent Ellsworth turned over to him Messages #30, #31 and #32, which were decoded and which he stated had been turned over to him by Agent [redacted] as having been received from Station ACR. These messages read as follows:-

"
August 5 18:25 280 Letters Msg. No. 30

Message forty one correctly coded except that the spare spaces in rows 6-10 are set up as the mirror image of the rows 1-5. From now on this example is to be used. When, as in the case of July 31 the letters on the margin do not suffice, add to them from the next page. Good reception."

"
August 4 11:55 190 Letters Msg. No. 31

Airplane carrier saratoga is said to have delivered large number of planes in Halifax. Tell all friends to get details about this and make all effort to obtain more data regarding deliveries to England."

"
August 5 12:10 65 Letters Msg. No. 32

Tell Long (Lang) that three thousand dollars are here at his disposal."

(S. 2242 - P. 9, 10 and 11).

He will also testify that he copied Radio Message #29 which was received from Germany, which read as follows:-

"
Regarding Dunn's letter June first. Shell dropped from plane by hand made in Canada. Extremely important. We request exact details".

on a piece of paper given him by DUQUESNE and he used the secret ink which Duquesne had also given him. This he enclosed in an envelope addressed to Duquesne at his office address together with the following message:-

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August 6, 1940

Dear Sir:

How do you like enclosed sample of paper? Please let me know how much you want.

Harry."

(A carbon copy of this letter-
Exhibit 1A3 - 291).
(S. 2317 - P. 5).

August 7,
1940.

b7C He will further testify that with the assistance of Agent Ellsworth he prepared an Air Mail letter addressed to [REDACTED] Coimbra, Portugal, which was to go by Clipper in which he placed the following material:-

(S. 2244 - P. 29)
(Exhibits 1A-24, 1A19-88
1A13-101).

"
14 microphotographs of letters received from HEINRICH in Detroit dated July 17, 1940 dated as follows: one page letter dated July 17, 1940; one page letter dated July 17, 1940; one page letter dated July 17, 1940; one page letter dated July 20, 1940; three page letter dated July, 1940, concerning airplane motor manufacturers in the U.S.A.; three-page letter dated July 1940, concerning list of American Airplane Manufacturers; two page letter dated July 1940 beginning: "I have covered the performance of airplane motors at various altitudes in a separate two page report"; two page undated letter accompanying above communication listing American aircraft engines and their altitude performance. There was also in this letter a copy of letter to HUGO dated August 7, 1940, concerning STEIN'S money troubles, one copy of which was given to ERICH STRONCK to take over to the Erochorda; also one copy of coded letter dated July 12, 1940, addressed to Hugo which gives the specifications for the service cartridges and incendiary bullet which were sent by STRONCK on the Erochorda.

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He will further testify that he received at Post Office Box 574, Grand Central Annex, an envelope postmarked New York, August 6, 1940, on the Park Central Hotel stationery, addressed to himself as HARRY SAWYER, from LILLY STEIN, the following letter:-

" 8/6, 1940.

Dear Harry,

Please do everything in your power get in touch with Henry and all the others, landlord will not wait any longer, and I will starve, thats all.-- You must do something!! Please come, or call tomorrow morning at 1.30, or come Thursday around 10.30.-- You cannot let me down!! Please wire and do everything cannot go to court, must have some money still this week!! -- Sorry to bother you, but it is very important for my whole existence. -- Auf Wiedersehen.

L. "

(Exhibit 1A19-78)
(Q 167 and 168.)
(S. 2282 - P. 13)

He will further testify from his notes

(Exhibit 1A23-5)

that he went to COLUMBUS CIRCLE, New York City, at about 9:10 P.M. He met SIEGLER and with SIEGLER was ERICH STRUNCK.

b7c In Radio Message #17, received from Germany, there were the instructions to send via MANHATTAN to [redacted] Lisbon, for forwarding Army and Navy Journal #1540, Army and Navy Register #1540, Wall Street Journal #1740, and current issues. He had obtained these and had placed these with other material in a brown manila envelope which he had purchased at a Five and Ten Cents Store. All of the material contained in the brown envelope consisted of the following:-

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1. Coded letter to HUGO dated 8/7/40 concerning STEIN'S financial troubles.
2. 14 microphotographs of letters from HEINRICH in Detroit.
3. Copy of the New York National Guardsman, October 1938, on page 2 of which is an article on the Garand Rifle received from ROEDER.
4. 1 white print of 27-A radio transmitter schematic from the Bell Telephone Laboratories, No. ESXI61526 printed December 5, 1938, and received from ROEDER.
5. White print of Aviation Radio Equipment Outline Dimensions from Bell Telephone Laboratories, No. ESXI675276, printed March 5, 1940, received from ROEDER.

(It will be noted that Items 3, 4 and 5 above mentioned are the original materials. Photostatic copies of these items were made and compared with the originals by informant on 8/6/40 and the copies have been so marked for evidence.)

6. One cartridge, one bullet, service ammunition and one incendiary bullet, together with coded letter dated July 12, 1940, to HUGO describing the material from ROEDER.
7. One copy June and one copy July 1940 "Canadian Aviation" magazine from DUQUESNE.
8. One copy each of Wall Street Journal, January 6, 1940 and July 16, 1940 issues.
9. One copy each of Army and Navy Register, July 20, 1940, July 13, 1940 and July 6, 1940.
10. One copy each of Army and Navy Journal January 6, 1940 and July 13, 1940.

(S. 2244 - P. 18)

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(Exhibit 1A23-1, 2, 3, 4.
 Exhibit 1A19-88.
 Exhibit 1A8-24.
 Exhibit 1A13-101, 106, 107,
 108, and 1A3-292 and 293.)

SIEGLER had, apparently, informed STRUNCK as to how he should take care of materials in transporting them to Lisbon. He turned this envelope containing the above materials over to Strunck, though before doing this he took out of the envelope the bullets, coded letters and microphotographs and explained to him that the other materials consisted of magazines, newspapers, and radio diagrams about which he need have no worries.

b7C With reference to the microphotographs and so forth SIEGLER said that STRUNCK should put these in his socks when he left the ship in Lisbon to go ashore. Siegler had also given Strunck the address of [redacted] in Lisbon. Siegler and Strunck requested that he, SEBOLD, radio the other side and have someone meet him STRUNCK, upon arrival in Lisbon, and that he should be referred to as FRITZ KNORKE and that thereafter he, SIEGLER, should be referred to as E. METZGER. He suggested to Strunck that he ask [redacted] for two or three pencils which are used to write invisible messages and also to tell [redacted] that the other side should not refer to the operators on this side in radio messages by their right names.

SIEGLER said that FEHSE had been called into the office of the U.S. LINES a couple of days before and that they were having STRUNCK notify [redacted] on arrival in Lisbon that Fehse is "hot". Siegler said that he and Stigler were not being followed any more.

Siegler said that he had seen HENRY the day before but that Henry did not bring any Kodaks from South America. He asked Siegler who he meant by Henry and Siegler said that Henry's name is HEINRICH CLAUSING and that he worked on the S.S. BRAZIL which was then in port. He said that Clausing was supposed to bring up some cameras including Leicas to be used by Siegler either in making microphotographs or other photographs; that Clausing is a member of the Nazi Party in Germany and that he apparently carries materials and messages between New York City and South America.

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STRUNCK then began talking about himself and related that he and SIEGLER had been working on ships together and had gotten acquainted and that upon arrival in Hamburg they would make a little extra money by exchanging dollars; that they were arrested for this activity and that he, STRUNCK, was taken off of the ship and kept in jail for the length of time it would take to make two trips on his ship. He stated that he was given the "third degree", that is, was treated very roughly in jail but that he would not talk, and one day SIEGLER was shoved into the cell with him and he refused to recognize Siegler. As no material evidence was secured against either man, Strunck was let out of jail upon paying a \$200 fine. He stated that he wanted to "square himself" with the German authorities and that is why he is taking up the activity of messenger in this espionage work. He asked if he would be placed on the Honor Roll for this activity, and he, SEBOLD, told him that he undoubtedly would. Strunck expressed considerable doubt as to what would happen to him when the German authorities looked up his record, and found that he had been in jail. He told him, Strunck, that he did not need to worry about that; that he, Sebold, during the war, had been in jail 34 times and that the Germans liked fellows like himself and Strunck. Siegler said that [REDACTED] had told him that he had written a letter of complaint to the German authorities because [REDACTED] had been cutting in on his activities as a member of the espionage ring; that he felt that he was being cut out of some of his honors and did not like it.

b7C

These men, SIEGLER and STRUNCK, seemed to indicate that the German authorities consider espionage activities of the nature engaged in by them as being extremely important and worthy of merit; that as a result, most men were anxious to engage in this type of activity.

When Siegler and Strunck left, Strunck had in his possession the said envelope and the materials listed above.

(S. 2244 -- P. 17)

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August 8,
1940.

SEBOLD will testify that as there was no purpose in going to see LILLY STEIN as she requested in her letter received the previous day he telephoned her that morning and advised her that he was too busy to see her, and that he had notified the other side of her financial trouble and that he would not be able to see her until Saturday as previously arranged.

(S. 2282 - P. 13)

b7C

He will further testify that with Agent Ellsworth he wrote up and encoded Message #42 for transmission to Germany, which was turned over to Agent [REDACTED] for transmission to Station AOR. This message read as follows:

"
No. 42. Instruct [REDACTED] to meet E. Strunck steward on Exochorda, left today. Letter follows."

August 9,
1940.

He will testify that he received at Post Office Box 574, Grand Central Annex, New York City, a letter from DUQUESNE which was addressed to himself as HARRY SAWYER, postmarked August 6, 1940.

"

Mr. Harry Sawyer
New York City.

Dear Harry,

I noticed the beautiful dog that was following you on 42nd Street yesterday. I was very interested in it and a friend of mine wondered if you had it for sale or kept it for a companion. If you do neither, he will not be offended.

How is the stocking business and everything?

Best of luck,

Sincerely,

(Exhibit 1A3-276,
Q165 and 166).

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That on the same day he typed the following letter to DUQUESNE which he mailed to him with which he enclosed a copy of Message #31. The letter read as follows:--

"
Dear Sir,

Herewith I am sending you another sample of paper, please let me know what you think of it.

Yours truly,

Harry."

(Exhibit 1A10-39).

The enclosed message was written with Duquesne's secret ink on the paper furnished by Duquesne. German Radio Message #31 read as follows:--

"
Airplane carrier Saratoga is said to have delivered large number of planes in Halifax. Tell all friends to get details about this and make all effort to obtain more data regarding deliveries to England."

(Exhibit 1A3-275).
(S. 2152 - 18.)

He will further testify that on account of having received Message #32 from Germany on August 5th, which requested that Lang be instructed that \$3,000 was there at his disposal, he wrote and mailed the following letter addressed to him at his home:--

"
Dear Mr. Lang,

Please write me where and when I can see you soon."

Yours truly,

Harry Sawyer
Box 574
Grand Central Annex
New York City"

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He will also testify that on this same day, with the assistance of Agent Ellsworth, he wrote out and encoded the following letter addressed to [REDACTED] at Coimbra, which was sent Air Mail via Clipper, and which read as follows:-

"

b7C

Sent materials to Lisbon yesterday with Erich Strunck, dining room steward on S.S. EIOCHORDA. He is Siegler's friend. Strunck will contact [REDACTED] in Lisbon. In messages after this please refer to Strunck as Fritz Knorke and to Siegler as E. Metzger. Suggest where possible we dont use real names in radio messages."

(Exhibit 1A18-60 - 65).
(S. 2244 - 21).

August 10,
1940.

He will testify from his notes

(Exhibit 1A19 - 13)

that he went to LILLY STEIN'S apartment at about 11:00 A.M. and that she told him that she was being dispossessed; that, however, she was trying to induce her landlord to wait a few days to give her a chance to get hold of some money. She stated that she had heard from an unnamed source that the United States would be in the war in two or three months. She also said that she had been to see ELSE again and that Else had told her that it is very "hot" all around and that there were going to be some "pinches" in the near future. She did not say where ELSE had obtained this information. She did state, though, that ELSE had warned her to be careful of what she did in view of the expected arrests. She stated that she had sent a telegram to Germany about her many troubles and that she hoped to have a reply soon. She also stated that she had heard from [REDACTED] and that he was leaving Portugal on August 15th to return to the United States.

b7C

He then handed her a copy of Message #31 which had been received from Germany by radio, which read:-

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" Airplane carrier Saratoga is said to have delivered large number of planes in Halifax. Tell all friends to get details about this and make all effort to obtain more data regarding deliveries to England."

She did not seem to react to the message and made no comment on it.

During the conversation she also mentioned about an individual named [REDACTED] and an individual named [REDACTED] whose names were appearing in the newspaper in connection with an alleged investigation conducted by the FBI. She stated that she had discussed this person with ELSE WEUSTENFELD; that it was her opinion that this individual was being followed around very closely.

(S. 2282 - P. 14)

August 12,
1940.

He will testify that while at the radio station Agent Ellsworth and he received from Agent [REDACTED] Messages #33 and #34, which he stated were received from Station ACR, and which when decoded and translated read as follows:-

"
Message #33.

Friend reports you are under surveillance. Caution. You must stay off the air for two weeks. We remain ready to receive. Lilly's letter #61 received. Greetings."

"
Message #34.

Extremely important to receive from you and friends regular accurate details about deliveries from USA and (routing by way of) Canada to England."

(S. 2377 - P. 2 and 3.)

65-1819

August 13,
1940.

He will testify that he received, addressed to himself as HARRY SAWYER, at Post Office Box 574, Grand Central Annex, an envelope mailed at Brooklyn, N.Y., August 13, 1940, in which was contained the following letter:

"

August 12, 1940

Dear Mr. Sawyer:

Please see me Wednesday the 14th of August at 7 o'clock at my home. Best regards. L."

(Exhibit 1A10-40 and 42.)
(Q 189 and 190).

In view of Message #34 received August 12th he typed a letter and addressed it to Duquesne at his office, and enclosed with it a sheet of paper given to him by Duquesne on which he had copied with the secret ink also given to him by Duquesne the message as follows:

"

Extremely important to receive from friends regular accurate details about deliveries from USA and Canada to England.

When and where can I see you soon."

The letter read as follows:-

"

Dear Sir:

Many thanks for your last letter. I am enclosing another sample of my paper and hoping to hear about it in the near future. Yours, Harry."

(Exhibit 1A9-394).
(S. 2317 - P. 8).

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August 14,
1940.

SEBOLD will testify that he received a letter from LILLY STEIN, postmarked at New York, August 13, 1940, addressed to himself as HARRY SAWYER at Box 574, Grand Central Annex. The letter reads as follows:

"

8/13 1940

Dear Harry:

Am a nervous wreck, have waited the whole morning for you, must speak you for many reasons, Henry too. My rent and telephone must be paid tomorrow. Please come in any case in the morning between 10 - 11.30, phone only if you cannot. - - - Am desperate.

L."

(Exhibit 1A19-90)
(Q187, 188).
(S. 2282 - p. 22)

Upon receipt of this letter he, SEBOLD, telephoned Stein that he would not be able to see her until the next day.

He will further testify that on this same day, with the assistance of Agent Ellsworth, he encoded a message or letter which was prepared in German and when translated read as follows:

"

August 14, 1940
Letter No. 11

Regarding your radio message 33, I would very much like to know if the friend means that I am personally under observation. In this respect I have taken safety precautions every day and have never seen anyone follow me. Dunn sent me an open telegram to Hempstead in June concerning the dates of departure of various ships. The telegraph operator in the telegraph office looked at me very suspiciously. I have warned Dunn about this matter and told him that he should never again shoot such a buck (German expression for making a mistake). I then changed my address. After I had paid

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"Dunn his money he sent me a telegram that I was followed. I exercised all possible precautions. In the last few days Dunn sent me another warning. I then planned my movements very carefully, and I consider it impossible that anyone has been following me. I will work further with the greatest precautions, and in the next two weeks I will not operate the radio, except when it is absolutely necessary. Other letters will follow.

(Signed) HARRY."

(S. 2317 - P. 6).

b7c This coded letter was sent by Clipper to [redacted] in Coimbra, Portugal and another copy of the same letter was mailed to [redacted] at Budapest, on the following day, August 15, 1940.

(Exhibit 1A18-66)
(to 71).

He will testify from his notes

(Exhibit 1A18-4)

that on the same day at about 7:00 P.M. he went to the home of HERMAN LANG, 74-36 64th Place, Glendale, L.I. and there met HERMAN LANG.

After entering Lang's home he handed him the message concerning the \$3,000 which was received from Germany and asked Lang what he intended to do about leaving the country. Lang said that he did not believe that it was possible in his position to get out of the country; that one of the men at the BORDEN plant tried to take a vacation in Mexico and the FBI man at the plant refused to let him go.

During the conversation Lang stated that a friend of his had arrived from Mexico; that this friend was a German with his first papers. He was held at the Mexican border for three or four days and was searched very thoroughly. He went on to state that his friend, "knows about our business also". He stated that he had known this fellow for years and that he left last year (1939) for Mexico and re-entered the United States to renew his passport visa. He also said that his friend was short of money and that he had wanted to go to Germany too but could not get in.

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He further stated that his friend was then working in New York together with the man from the German High Command of the Army; that they were trying to make friends among the Irish, and were working with the Irish Societies.

He asked Lang if he could trust this friend of his from Mexico. Lang said that he could; that his friend's brother is in the Gestapo in Hamburg. He stated that he had talked with his friend and that he was going to see him again the following Saturday. He asked Lang if his friend knew about him, SEBOLD. Lang said that he had told his friend about him but that he did not know about his activities. Lang stated that he had cautioned his friend against going near the German Consulate at 17 Battery Place and had told him that the place was "hot". He also told him that the U. S. Government only let him across the border so that they could follow him in the United States.

He went on to state that his friend was very uncertain as to his position in the United States at that time. He, SEBOLD, told Lang that if his friend ever wanted to get in touch with him he should do it through himself, Lang. He then told Lang that one of the men he was working with in New York was very "jittery" and apparently was being watched and that his friend should be careful not to deal with that other man. He was referring to DUQUESNE though he did not name him. He then told Lang that he personally took every precaution to be sure he was not being followed and that sometimes he even had a friend of his following him to make sure he was not being followed.

He then told Lang that the radio station on Long Island was very secure; that it was set back in the woods, and one could only get to the station by automobile and that after he gets to the end of the road he has to walk a mile through the woods to get to it.

b7C LANG stated that he had not written to [redacted] in Mexico City. He said that he did not believe that he would try to leave America and that everything seemed to be all right here. Lang asked him to send a radio message to Germany asking them to change the three thousand dollars into marks, and to deposit the marks to his credit in the DRESDENER BANK and to tell his sister in Dresden that the money is on deposit there; also to say in the radio message that he, Lang, cannot come to Germany because the air is too thick, meaning that there are too many difficulties in America to permit him to leave. He told Lang that the other side had sent him a considerable amount of money to purchase a new bomb sight with but that they did not want another one of NORDEN'S. He asked Lang what he thought of the prospects of getting another kind of bomb sight. Lang made no direct admission that he had already gotten the bomb sight but said that the only two good bomb sights are SPERRY'S and NORDEN'S and that

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Norden's is better than Sperry's. He said that Norden's are experimenting on a new bomb sight, and that he, Lang, would say that he could do. He said the production at Norden's was at that time about one hundred bomb sights a month.

Lang stated that he had bought himself an automobile and also stated that he would keep in touch with him, SEBOLD.

(S. 2244 - P. 32).

August 15,
1940.

SEBOLD will testify that he received at Box 574, Grand Central Annex, an envelope postmarked New York, August 13, 1940, bearing the return address of SECURITIES SERVICE COMPANY, 120 Wall Street, New York.

In this letter was a letter on Securities Company stationery, Suite 805, 60 Wall Tower, New York, telephone, Whitehall 4-3437. The letter was addressed to himself as HARRY SAWYER. It reads as follows:-

"

August 12th, 1940.

Mr. H. Sawyer
P.O. Box. 574
Grand Central Annex. N.Y.C.

Dear Sir:-

I am sending you a circular as requested and hope you will find it convenient to do some business, if not now in the near future.

I regret to say that the market is very sluggish at present and very unfavorable for speculation at present. Things are very bad all round.

I would like to know the name of the gentleman down south whom you introduced me to. I have his address but have forgotten the name. Please be good enough to send it to me at your convenience, as I wish to sell him something if I can.

(Signed) Frederick Duquesne"

(S. 2317 - P. 8)

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Enclosed with this letter was a printed circular of the SECURITIES SERVICE COMPANY, 120 Wall Street, which was a notice to security holders of Radio-Keith-Orpheum Corporation, dated March 5, 1940.

(Exhibits 1A3-295 and 297
Q184 and 185)
(S. 2317 - P. 8).

SEBOLD will further testify from his notes

(Exhibit 1A19-13)

b7c [that he went to LILLY STEIN'S apartment, 127 East 54th Street, arriving about 10:00 A.M. During the conversation with her she told him that she was leaving in the next few days to live with her relatives and that he should address any communications to her in care of [redacted] Harvy's Lake, Aldeeson, Pennsylvania. She stated that she would be there until money arrived from Germany for her. He told her about the greatly publicized investigation of the German business at 17 Battery Place near the Consul's Office. She asked him if he was acquainted with a man by the name of [redacted]. He told her that he was not. She said that this man had been working with [redacted]. She stated that she did not believe this investigation would prove anything because ELSE told her recently that the real Gestapo was located in Washington. She said that [redacted] had been "playing around" with [redacted] also that ELSE knows how to make contact with the Washington Gestapo. She said that ELSE had said that [redacted] had approached her some time before and had asked her, STEIN, to employ him [redacted] in her hat shop.

She then handed him, SEBOLD, a letter from HEINRICH mailed at Akron, Ohio, August 12, 1940, at 6:30 P.M. The sticker on the envelope read "Par Avion, By Air Mail". The letter is a two-page typewritten communication, dated August 12, 1940, and reads as follows:

(Exhibit 1A8-28
Q194-195-196).

(S. 2282 - P. 22).

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August 12th. 40.

Use of the hydraulic presses.

The first presses used for Aircraft work were usually small, of light tonnage and of the single action type. Soon, large double action and single action presses were developed to take care of the increased production requirements. Today a complete range of presses, both in size and tonnage are available. Except for a few small size single action presses for general purpose work, modern presses are either of single action heavy tonnage or of the double action type, using either a cushion in the bed or a clamping platen on top to obtain the pressure to clamp the sheet.

The large single action presses are designed to use a rubber pad for blanking and forming of Duraluminum parts for ribs, struts, spars and a number of other small parts. To secure the proper results, it is necessary to confine the rubber while it is doing its work. The large box type casting is fastened to the under side of the moving platen with the open side down. A thick pad of rubber varying from 6 to 12" thick fills the box or holder. On the bottom platen is fastened a thick steel plate of such a size that it will just fit into the opening of the box. A group of dies with the Duraluminum pieces thereon are laid on this bolster. The downward action of the moving platen with the rubber pad forces the sheets against the die causing it to be blanked or formed, as the case may be. By confining the rubber, the metal can not flow out around the edges.

Production is speeded up by mounting a group of dies on steel plates which are rolled into the press onto the bolster plate. These die plates are arranged to feed in from 3 or 4 sides of the press so that while one set of dies is in the press, the others may be unloaded and loaded. The rubber pads are usually built up in layers of $1\frac{1}{2}$ to 2" thick rubber slabs cemented together. The layer on the inside is vulcanized to a thin steel plate which is held in place by mechanical means. To change the pad it is only necessary to loosen the steel plate allowing the whole pad to drop down. This method of forming requires heavy tonnages as the rubber bears against a large area at pressures varying from 1200 to 2000 lbs. per square inch on the work. A press of 2500 tons capacity is large enough to take a number of dies at a time and still use a sliding plate that is not too large to be worked on.

These presses can also be used for deep forming. A die is set in the press. The Duralumin sheet is laid over the die and then several layers of rubber are laid over the top, the thickness depending on the depth and shape of the die. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ By applying pressure from the moving platen, the rubber forces the metal down into or over the die. This method is not successful for deep forming work where the metal has to be drawn, since this requires some means of holding the edges of the sheet while the punch does the forming. Some

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attempts were made to deepdraw Duraluminum parts on crank or mechanical presses and as a result excessive scrap was caused, because Dural requires full drawing speeds as compared to steel. The slower speed was not obtainable on mechanical presses, the slower speed ruptures the metal during the drawing operation. A double action Lake Erie hydraulic press of sufficient size meets these requirements and handles all the deep drawn parts. This press combines fast approach and return speeds with slower drawing speeds, giving the metal a chance to flow without breaking.

This new type of press, using a secondary platen above the main moving platen as a means of clamping the sheet while drawing, permits the drawing of all shapes and sizes. The concave or hollow die is placed in the bottom platen and the punch is fastened to the underside of the moving platen. The pressure or clamping pad is suspended by four clamping pins, and the rest of the area of the pressure pad is supported by a

2

a large number of clamping pins passing through holes in the moving platen, and bearing against the underside of the clamping platen.

The sheet to be formed is first cut into proper shape and then placed over the bottom die. On the downward stroke of the press, both moving platen and clamping platen descent rapidly until the pressure pad strikes the sheet. Pressure is then quickly built up in the clamping platen cylinders, pinching the edges of the sheet between pressure pad and bottom die. At the same time the speed of the moving main platen with the punch XX is automatically reduced. The punch continues to descend at this slower speed, causing the sheet to be pulled up around the punch by the restriction of the clamping on the edges. If embossing or special small areas are to be formed, the punch forces the sheet against the bottom die. After the proper punch pressure has been built up, the press reverses and returns to the top of the stroke again. Various types of dies can be used with this press to suit any production. Where the quantity of pieces required is small, the dies may be made entirely of wood (laminated), including the pressure pad. For longer runs the dies can be faced with metal. For large quantities they are using dies made of cast iron, very much along the line of automobile body manufacture..

For deep drawing work, it is found that the amount of pressure for clamping the sheet is extremely critical. If too little pressure is used, the sheet will wrinkle if too much, it will rupture. An adjustable pressure control is provided on these presses whereby XXXX pressure on both clamping and main rams may be varied to suit the work. While this press is primarily designed for double action deep drawing, it can also be used for deep forming with rubber using the single dies; it can also be fitted with a rubber pad holder and bolster for pressing of small parts.

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A single action press with cushion in the bed is also used for deep drawing of smaller parts. In this case the punch is mounted on the bottom platen and concave die on the moving platen. Pressure pad is mounted on clamping pins passing through the bottom platen and bearing against the cushion plate underneath. On the downward stroke, the upper die clamps the sheet against the pressure pad; further downward movement then forces the sheet over the punch at the bottom. By taking out the clamping pins, the press may be used for single action operation. Modern hydraulic aircraft presses are equipped with push-button control for inching and semi-automatic operation. Not only is pressure control available, but also up and down stroke controls, enabling the operator to limit the stroke in either direction to suit his requirements.

For dies many different materials are being used. Some use zinc for casting dies, others use melted down scrap aluminum, but most manufacturers use plywood. In the opinion of some manufacturers the expense of cast iron dies as are being used in the manufacture of automobile bodies is also justified in the XXXX Aircraft manufacture, claiming that the extra cost for dies is easily absorbed by the savings in better accuracy of finished parts and of faster assembly.

Single action, double action and very soon triple action presses are available to meet the requirements of the Aircraft industry.

Heinrich

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b7C He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself Messages 35 and 36 which he stated were received from Station AOR. These messages when decoded and translated read as follows:--

" Message 35. On twentieth begin sending again on three days of each week. First week Wednesday, Friday. Second week Tuesday, Thursday, Saturday. Third week Monday, Wednesday, Friday, etc."

" Message 36. Continuation -- You change your frequency daily and furnish the new frequency in a message. Our frequency and other means of connecting remain the same as until now. No new code system."

(S. 2377 - P. 5).

August 16,
1940.

He will testify that with the assistance of Agent Ellsworth he wrote the following letter which was mailed to FREDERICK DUQUESNE at his office, and which read as follows:--

"

August 16. 1940.

Dear Sir;

I received your letter the man you want to sell securities to is [REDACTED] His Address used to be [REDACTED]

b7C [REDACTED]
SAO PAULO BRASIL.

Yours Truly,

Harry Sawyer.

(S. 2317 - P. 19)
(Exhibit 1A3-300).

65-1819

August 18,
1940.

He will testify that the following letter was received from LILLY STEIN, addressed to himself as HARRY SAWYER, Post Office Box 574, Grand Central Annex, postmarked Dallas, Pa., August 17, 1940, which read as follows:--

"

8/17, 1940.

Dear Harry,

Since Thursday here, feeling all right except can't get money, and must return Wednesday... Please do everything you can to have something by then for me. Donn't want to have to go to court. Write me please, if no more news from me will wait for you Thursday between 10-11, as usual. --- But do all in your power please!! Donn't forget about this and me. Take good care of yourself

L."

(Exhibit 1A19-93
Q 197 and 198).
(S. 2561-P.2A).

August 20,
1940.

He also received a letter addressed to himself as Harry Sawyer, Post Office Box 574, Grand Central Annex, New York City, postmarked Wilkesbarre, Pa., August 19, 1940; the letter was from LILLY STEIN and read as follows:

"

8/19, 1940.

Dear Harry,

Last term can stay is Thursday.--- Hope you got my other letter. Am desperate broke, please you must raise something, if possible send me a little, otherwise please do come Friday morning with some!! Donn't let me down. Hope you saw your friend, very worried that right E. doesn't arrive this week!! You must help me, have even no more money for stamps....L."

(Exhibit 1A19-95
Q199-200).

65-1819

August 21,
1940.

SEBOLD will testify that with Agent Ellsworth he wrote out and encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Germany:-

"

Message 43.

I will use following frequency. Friday one four three one four. Tuesday three six two. Thursday, three five naught. Saturday three one four. "

"

Message 44.

Lang requests that three thousand dollars be deposited in Marks in Dresdener Bank and his sister be notified. He cannot come. Thick air."

He will further testify from his notes

(Exhibit 1A13-22)

that on Wednesday night he met EVERETT ROEDER at about eight o'clock in Hempstead, Long Island. Roeder was driving his automobile and he climbed into it.

He immediately handed Roeder the three messages received from Germany by radio but did not tell him he had received them by radio. One was German Message #31, dated August 5, 1940 and reading,

"

Airplane carrier Saratoga is said to have delivered large number of planes in Halifax. Tell all friends to get details about this and make all effort to obtain more data regarding deliveries to England."

Another was German Message #16, received July 10th, which read,

"How many Allison motors made in series in Indianapolis have been delivered up to now and where? How many Allison motors were manufactured in General Motor Works before Autumn 1939. "

Combined with this message was the German Message instructing that Carr should go to Indianapolis and secure this information.

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He also handed ROEDER Message #34 received from Germany August 12, 1940 which read:

"
Extremely important to receive from you and friends regularly accurate details about deliveries from U.S.A. and Canada to England."

Concerning the instructions that ROEDER go to Indianapolis, he stated that he would take a night plane out of New York for Indianapolis some evening and get the information. He asked who was to advance the expenses. He told Roeder that he would have to bear his own expenses but said that undoubtedly Germany would reimburse him. He told Roeder that he was expecting another shipment of money during the middle of September. Roeder indicated that he would advance his expenses and make the trip to Indianapolis.

He, Sebeld, again brought up the matter of the \$1500 which he had received with which to purchase a bomb sight. Roeder, in the conversation, said that he personally would be able to get his hands on a Sperry Official Hand Book on the Bomb Sight, but that he would not do such a thing even for \$50,000.00. He said that if he were to take the Hand Book there would be a big commotion aroused and he would have to leave the United States and could never return. Also, he feared that such action on his part would ruin his son's career. He said that he would do his best about getting information as requested in the messages shown him.

ROEDER said that he had enjoyed his vacation in New Hampshire but did not talk about it.

b7c During the conversation he brought up the fact that during his, Roeder's, absence, according to the newspapers there was an investigation going on of the firm which had its headquarters at 17 Battery Place and run [redacted] and that the indications were that these men were connected with the Gestapo. Roeder said that about eight months before he had received a circular letter in the mail sent from some place on 86th Street, Yorkville, telling him how he could send money and food shipments to Germany through this particular agency. Roeder said at the time he had wondered how anyone in Yorkville knew his name, his address, and his German affiliations, whereupon he, Sebeld, replied "you see. The Gestapo knows about you."

They arranged to meet on the following Wednesday at 8:00 P. M. In Baldwin, at the railroad station. This was due to the fact that he, Sebold, had moved from Hempstead which seemed to please Roeder.

August 23,
1940.

Sebold will testify from his notes

(Exhibit 1A19-13)

that he went to LILLY STEIN'S residence, 127 East 54th Street at about 10:30 A. M. She said that she had received no further news and that there was nothing new from HEINRICH in Detroit. She told him that [REDACTED] has arrived from Europe and that she is going to see him soon and ask him for some money.

STEIN said that she is also going to meet a man by the name of [REDACTED] English Army. She said that she has known the man about ten years and that she became acquainted with him in Switzerland; that he came to Switzerland pretending to be a bob sled instructor. However, she is of the opinion that he is an English spy. She said that he helped her to get her visa to to into England; also that when [REDACTED] was in Europe he told her that if she heard anything or if anything happened to Czechoslovakia she should immediately telegraph him because it was very important to his stock market operations. She said he is staying at one of the New York hotels and Informant believes she said the Pierre. She said that she is going to try to get some information out of him and she will let Informant know what success she has. She wanted Informant to come to see her Monday and she said she may have some information by then.

He, Sebold, again attempted to find out if she had heard from ELSE that RITTER is in town and asked for more information about ELSE'S boyfriend. She said that ELSE would not talk about this or about her boyfriend's activities. She did not indicate that she knows that RITTER is in town.

LILLY STEIN said that she is now going to stay in New York and that the telephone has been cut off, but that she can still receive calls but cannot make any outgoing calls. She did not appear to be worried as she has appeared at the last few meetings.

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August 24, 1940. He will testify that he received at Post Office Box 574, Grand Central Annex, a letter addressed to himself as Harry Sawyer, postmarked August 23, 1940, 3:30 P. M. which contained the following note:

" See me at 10 P. M. Friday August 23.

Erwin."

This letter was from ERWIN SIEGLER.

As the S. S. AMERICA was to sail at twelve o'clock on August 24th, it did not give him sufficient time to make an engagement to see Siegler, so he sent him the following telegram:

ERWIN SIEGLER
BUTCHER
S S AMERICA
U S LINES
NEW YORK CITY

JUST RECEIVED YOUR LETTER SORRY I MISSED YOU PLEASE
WRITE HARRY"

(Exhibits 1A14-44
Q192 and Q193
Exhibits 1A14-46
S. 3045 - p 9).

August 26, 1940. He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself Messages #37 and #38, which he stated were received from Station AOR. These messages, when decoded and translated, read as follows:

"
Message No. 37.

In the future Lilly shall only write to Eisenhandels Gesellschaft (which means iron or hardware supply company) Cologne on the Rhine, Norbertstrasse 50, as her friend Heinrich is now stationed in Cologne. You must sever connections with her."

"
Message No. 38

Continuation - As reasons say that you don't work for us any more. Dunn's letter of fourteenth this month and your letter No. 11 received. Don't let Dunn make you nervous too, and you be careful."

(S. 2804 - p 3 and 4).

Sebold will testify from his notes

(Exhibit 1A19-13)

that he went to LILLY STEIN'S residence, 127 East 54th Street at about 11:30 A. M. She immediately asked him if he had received any money for her and he told her that he had not.

She then stated that she had met [redacted] and that he had loaned her some money with which to pay her rent. She said [redacted] and a friend of his, who is an American Italian, holding an Italian passport, under the name of [redacted] were going to Mexico on a deal, the nature of which she did not disclose. She said that [redacted] was trying to get a Mexican visa; that he was living, at that time, at the Hotel Alrae and that the Italian lived at the Plaza Hotel.

She then said that an Englishman, [redacted] had come to see her the preceding Saturday at her apartment. She said that he had found out that there were a lot of underground activities in New York, and he asked her questions about these activities. He also asked her a great deal about Germany and then said he would like to meet some people who knew more about these things than she did. He told her that he had been training ski troops in England but that these troops were not used to enter Norway as the Germans "beat the English to Norway."

b7C He said that he was going to Bermuda but that he would introduce her to a friend of his through whom she could keep in contact with him. He left her place at about 12 Noon and about an hour and a half later another man came to her place and asked to look at the apartment. He said that he might want to rent it. He had a broad English accent. After looking her apartment over he decided that he did not want it and left. She did not know whether there might be a connection between [redacted] and this second individual.

She stated that she also had received a telephone call from [redacted] of the STATE DEPARTMENT in WASHINGTON. He told her, over the phone, that the United States is in the same situation now that Austria was in a year ago but that he did not like to discuss this any more with her over the phone. He said that he was coming up to see her in the near future.

He, SEBOLD, told her that her contact with [redacted] was a big chance for her to make a name for herself and that she should not tell anyone but him about her connections with him, not even ELSE. He suggested that she go ahead and meet the other Englishman, that is, the friend of [redacted] and find out all she could about what it is that they wanted. She stated that as soon as she found out something she would write to him.

65-1819

(S. 2561 - p 3)

b7C SEBOLD will further testify that with Agent Ellsworth he wrote out and encoded the following message which they turned over to Agent [REDACTED] for transmission to Station AOR which read,

"
Number 45. Your message thirty-one - the best available information is the Saratoga is still on the West Coast and did not take any airplanes to Halifax."

August 27,
1940. With Agent Ellsworth he made microphotographs of the following items which were mounted on white paper and which were placed in envelopes, one sent via [REDACTED] Coimbra, Portugal and the other via [REDACTED] Sao Paulo, Brazil:

b7C

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1. Letter from HEINRICH mailed at Akron, Ohio, August 12, 1940 to Miss LILLY STEIN and dated August 12, 1940 entitled "Use of Hydraulic Presses", two pages. b7C
2. One page typed letter from [REDACTED] Zurich, Switzerland, concerning a new weapon which will put ships, etcetera out of action. This letter was handed to informant by STIGLER on August 2, 1940.
3. Newspaper item appearing in the NEW YORK TIMES of Friday, August 23, 1940, captioned "World's Fastest Plane Shown; Army puts Speed at 500 M.P.H." This article bears an Associated Press, Los Angeles, date line of August 22 and concerns the Lockheed Interceptor.

(Exhibits 1A8-29, 31
and 34.)

August 28,
1940.

He will testify from his notes

(Exhibit 1A13-22)

that he met ROEDER at the Long Island Railroad Station, Baldwin, L.I. at about 8:00 P.M. Roeder was waiting for him in his automobile.

Roeder immediately drove away from the depot in the direction of Freeport, Long Island. During the ensuing conversation Roeder immediately asked him if there had been any news. He told him that there had not. Roeder said that he had not gone to Indianapolis but that he expected to go in the near future. He said that he did go to Floyd Bennett Field where he saw an Allison Motor, bearing serial number 546 which would indicate that at least that many motors had been made.

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ROEDER then handed him a typed sheet of paper reading as follows:

"
Canadian Program
 As of July 31st

Carr

Noorduyn Aviation Ltd.
 160 North American Harvards on order
 38 Noorduyn Norsemen on order

Fairchild Aircraft Ltd.
 54 Bristol Bolingbromes completed
 Balance of 100 to be completed by Nov. 15th

Boeing Aircraft Co. of Canada
 17 Shark III completed

Canadian Car and Foundry Co.
 Montreal Plant
 32 Hawker Hurricanes completed
 48 will be completed by Sept. 15th
 260 additional on order.

Amherst plant
 22 Avro Ansons completed
 140 on order.

Fort William plant
 174 Avro Ansons completed
 178 on order

Canadian Vickers
 20 Supermarine Flying Boats completed
 111 on order.

Fleet Aircraft Ltd.
 116 Fleet Trainers completed
 225 on order.

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Nat. Steel Car Co.
 20 Westland Lysanders completed
 250 on order
 150 North American Harvards on order

DeHaviland Aircraft
 110 Avro Ansons completed
 244 on order
 122 Tiger Moths completed
 240 on order.

)S. 2756 - P. 7)

ROEDER also handed him a large blueprint which bore the identifying writing as follows:-

"
 Schematic Circuit Diagram, Flightray, J.P.H.
 1-25-40, J.O. 25644-2050."

He stated that this was a currently used device.

He only remained with Roeder about fifteen minutes and they agreed to meet the following Wednesday at the same time and place.

(Exhibits 1A13-113 and 114.
 Q222.
 S. 2756 - P. 7)

August 30,
 1940.

He received at Post Office Box 574, Grand Central Annex, a letter from LILLY STEIN, postmarked New York August 30, 1940, which read as follows:-

"
 8/29,40.
 Dear Harry,-

Please come Saturday as usual.

L."

65-1819

(Exhibit 1A19-97)
(Q207 and 208).

He will testify that after receiving said letter, he telephoned her at her apartment, and told her that he would be unable to see her but would see her the following week.

He will also testify that with Agent Ellsworth he wrote out and they encoded Message #46, which they turned over to Agent [REDACTED] for transmission to Germany. This message read as follows:-

"
Number 46. One [REDACTED] from England is trying to get information from Lilly. She will remain in contact with him and wishes instructions in regard to this matter. Please advise whether I should still sever connections."

(S. 2804 -- P. 8).

August 31,
1940.

He will also testify that Agent Ellsworth and himself wrote out and encoded Message #47 which they turned over to Agent [REDACTED] for transmission to Germany. This message read as follows:-

"
Message 47. My frequencies. Monday one four three five naught. Wednesday three one four. Friday three six two."

September 3,
1940.

He will testify from his notes

(Exhibit 1A19-13)

that he received in Post Office Box 574, G and Central Annex, a letter addressed to himself as HARRY SAWYER, from LILLY STEIN, which was postmarked New York August 31, 1940, which reads as follows:-

65-1819

"
Dear Harry,

Please come sure on tuesday or if possible monday around 10.30. Have news for you, besides please you most do something to help me!! Donnot disappointe me again, its very important for everything - - -

L. "

(Exhibit 1A19-99
Q209 and 210).

About 11:00 A.M. he went to her apartment, 127 East 54th Street, and told her that he had no news whatsoever. He asked her about the man named [REDACTED]. She said that she did not know anything about such an individual.

b7c He then asked her about her code, telling her that he was having trouble with his code. She, however, did not show it to him. She said it was a Number Code and that it would be impossible to decipher it. She acted rather suspicious, and he did not press the matter further.

L She said that [REDACTED] had not shown up again.

He then asked her if the man named DR. ALFRED VON WEGENER who was named in the SATURDAY EVENING POST of August 31, 1940, entitled "ALIEN POISON" by STANLEY HIGH, was identical with the man named WEGENER whom she knew in Hamburg. She stated that she did not believe so; that Wegener is a very shrewd fellow and has never been engaged in exploration work. He suggested that she buy the SATURDAY EVENING POST of the issue to which he was referring and look at the picture of COLLIN ROSS and see if he did not look like her friend, HEINRICH SORAU.

She stated that she had heard that England was making one thousand planes a month and that America was making eight hundred planes a month. She did not say where she had obtained this information.

He then told her that she should get herself a job and be independent of the other side as both he and she might some day be dropped from the payroll.

65-1819

She asked to see him again as soon as possible.

SEBOLD will further testify that on the same day he received a letter from ERICH STRUNCK, which was addressed to himself as HARRY SAWYER, Post Office Box 475, Grand Central Annex, postmarked New York, September 2, 1940. This contained a note which read as follows:-

"Meet you Tuesday at 9:00 P.M. K."

It will be remembered that ERICH STRUNCK stated that he would use the name "KNORKE".

(Exhibit 1A23-6)
(Q211 and 212)

He will testify from his notes

(Exhibit 1A23-5)

b7c [that at about 9:00 P.M. he met STRUNCK at Columbus Circle, New York City. He said that everything went off all right in making the delivery on the other side. He stated that when the boat arrived in Lisbon he was not met immediately but that on Saturday, after the boat's arrival, [redacted] came on board the boat and took him to a hotel in Lisbon. He did not recall the name of the hotel but did know that it was run by someone by the name of [redacted] said he had been informed from Hamburg that he, Strunck, was coming and that he received his information when his, Strunck's, ship was three days out of New York; that he handed [redacted] all of the materials which he was carrying. [redacted] said that he knew a trustworthy individual by the name of MEZENEN on board an American clipper; that he was going to write to him, SEBOLD, so that he could make contact with this man. Strunck stated that he gave [redacted] his, Sebold's, post office box number in New York City. He then called Strunck's attention to the fact that he had used number 475 instead of 574 and Strunck stated that that is the number that SIEGLER had given to him, thus, he apparently gave [redacted] the wrong box number also.

He then asked STRUNCK about the item appearing in the NEW YORK TIMES on Saturday August 31, 1940 which stated that three German subjects bearing the names DR. H. BLOCK, A. SANDHOUSE and H. SHIFFMANN, had been taken off the EXOCHORDA at Bermuda by British authorities and were to be interned for the duration of the war.

65-1819

STRUNCK said that he did not know anything about these men except that two of them were supposed to be Jewish and one was supposed to be a newspaper man. He could give no information as to whether they were engaged in espionage.

STRUNCK was willing to take more materials to Lisbon but he told him he did not have anything to send that trip; that he would want to see him the next time the boat arrived, and might have materials at that time for him to take over.

September 4,
1940.

He will testify that he received a letter from DUQUESNE, addressed to himself as HARRY SAWYER which was postmarked New York, September 3, 1940 and written on SECURITIES SERVICE COMPANY stationery.

The letter read as follows:-

"

Dear Sir:-

b7c

Please inform me if [REDACTED] is at the same address as I would like to sell him some securities that are going at a favorable price.

If you can give me the addresses of any other prospects I would like to have them, and I shall appreciate it very much.

Very truly yours,

Frederick Duquesne."

(Exhibit 1A2-217 and 319)
(Q203 and 204)
(S. 2860 - p. 3)

b7c

He will also testify that he received a letter from ERWIN SIEGLER on the same day which was postmarked Havana, Cuba, September 1, 1940 and bore the return address of [REDACTED] Hotel Amos Mondes, Havana" which read as follows:-

65-1819

"

Dear Harry:

Will meet you on Thursday 5th of Sept.
9 p.m. same place.

Metzger

Receipt your telegram;

"

(Exhibit 1A14-47
Q205 and 206).
(S. 3045 - P. 14)

b7C On the same day Agent [REDACTED] turned over to himself and Agent Ellsworth Message #39, which he stated, was received from Station AOR. This message, when decoded and translated, read as follows:-

"

We request drawings and newest data concerning hydraulic fuel pumps. Likewise of the new bombsight. See article in New York Herald Tribune of June 16. Can you obtain details."

(S. 2804 - P. 13)

He will further testify from his notes

(Exhibit 1A13-22)

that he went to Baldwin, Long Island where he met ROEDER at the Long Island railroad station at about 8:00 P.M. ROEDER was waiting in his automobile and he climbed in with him and they drove east on the Sunrise Highway toward Freeport. He was with Roeder about twenty five minutes during which time Roeder talked chiefly of his experiences of the day in flying.

He handed ROEDER the radio message received on September 4th, Message #39, which read as follows:-

"

We request drawings and newest data concerning hydraulic fuel pumps. Likewise of the new bombsight. See article in New York Herald Tribune of June 16. Can you obtain details".

329

65-1819

ROEDER said that he would be able to get a catalogue of the most recent hydraulic fuel pumps and that at the next meeting on the following Wednesday he would also have some material which he wanted him to photograph.

ROEDER asked him about the arrival of money and he told him that the latest word that he had was that there would be some money arriving in the middle of September. The rest of the time was spent in conversing about flying and airplanes.

September 5,
1940.

He will testify that he mailed at the Grand Central Railroad station the following letter addressed to Duquesne at his office,

"

September 4, 1940

Dear Mr. Duquesne,

Referring to your last letter I would like to recommend C.S. Wang, Travel Service, Szechuan Road, Schanghai, to handle your securities.

Yours truly,

Harry"

(Exhibit 1A3 - 321).

From his notes,

(Exhibit 1A15 - 10)

he will testify that at about 9:00 P.M. he went to Columbus Circle, New York City, where he met ERWIN SIEGLER and where they were joined a short time later by FRANZ STIGLER. They went into Central Park where they spent about an hour during which time SIEGLER and STIGLER asked him about the latest news. He gave them German Message #34, which reads as follows:-

65-1819

"
Extremely important to receive from you and
friends regular accurate details about deliveries
from U.S.A. and by way of Canada to England."

He also talked to them about German Message #31 concerning the reported carrying of airplanes by the airplane carrier SARATOGA to Halifax. Both men denied any knowledge of the SARATOGA and said they had no information about deliveries of materials to England, and that as far as they knew no reports were being made to Germany about arrival and departures of ships and their cargoes.

They stated that FEHSE had been under investigation by some Department which they believed to be the Labor or Immigration Department. They said that he had been before the Board of Examiners and had been questioned extensively as to his loyalty to the United States. They said that when Fehse was asked if he would take up arms and fight for the United States, he said that he would do it and stay in the United States, but that he would not fight on the other side.

They said that FEHSE was completely out of the picture then and was not engaged in any espionage activities; that they would try to get [redacted] into the organization. They said that they would talk to [redacted] and tell him everything about him, SEBOLD, and then would then write to him as to how he could make arrangements to meet and deal with [redacted]

b7C They told him that they had learned that there was going to be a submarine base and an underground hangar built on ST. THOMAS. They suggested that the other side would be interested in this information. He then asked STIGLER whether he had seen [redacted] and Stigler said that he had been to Philadelphia recently and had seen him; that [redacted] is a hat maker there, however, he has not used [redacted] to send messages by radio and will not use him until he, SEBOLD, is put in jail. He then, jokingly, told him that he and SIEGLER would come to visit him, SEBOLD, in jail. Siegler also told him that he had had a fight on board ship; that he appears to be the "lightning rod" on the boat and everyone "picks on him" - that he could stand a certain amount of kidding but sometimes "blows up". He also said that he had a fight in SLOPPY JOE'S place in Havana.

STIGLER handed him a copy of the FORTUNE MAGAZINE of August 1940 which bears throughout the magazine the stamped words, "U.S. Lines, Please do not remove from Library". The cover page contains the printed name "HARD".

65-1819

Within the magazine there is an article captioned, "How many planes, when?" which is an article concerning the development and production capacity of Lockheed Aircraft Corporation. Each page of this article bears the printed name, in pencil, of HARD or R. HARD. An insert in the magazine, the FORTUNE SURVEY XXXIII, concerning public opinion figures as to

1. The Presidency
2. The Parties and the War
3. The Battle for England
4. The War Partners to Blame
5. More Aid for England
6. Pan-America vs. the Nazis.
7. The Places We Would Defend
8. Will War come to the U.S.?
9. Arms at all Cost
10. Trading with a Nazi Europe

also bears the printed name HARD. Another article in the magazine entitled "Six Managers" and concerning six men who were said to be high in financial circles was also marked with the name HARD. STIGLER wanted this magazine sent to Germany.

STIGLER and SIEGLER asked him about STRUNCK. He told them that Strunck seemed to be 100% O.K. Siegler and Stigler stated that that was fine and that they would not then use DOLD anymore since DOLD was too temperamental and "acts like a fairy".

Other than the above conversation they talked about their personal affairs and experience on shipboard in Havana.

(Exhibit 1A20-9)
(S. 3045 - P. 14)

65-1819

September 6,
1940.

b7C

He will further testify that he and Agent Ellsworth wrote out and encoded Message #48 and #49, which they turned over to Agent [REDACTED] for transmission to Germany. These messages read as follows:-

"

Message 48.

U.S. Army training schedule for pilots follows - Nine hundred entered August will graduate May nineteen forty one. Eleven hundred September graduate in June. One two three four graduate July. One two nine two in August. One two nine two men begin training each month after November this year."

"

Message 49.

My frequency Tuesday 14,314, Thursday 380, Saturday 352. Please repeat date Herald Tribune article on bombsight. Please reply to my message 46 about Lilly."

(S. 2804 - P. 16).

September 9,
1940.

b7C

He will testify that Messages 40 and 41 were turned over to Agent Ellsworth and himself by Agent [REDACTED] who stated that they had been received from Station AOR. These messages, when decoded and translated, read as follows:-

"

Message 40.

Lilly should be careful and report in writing. You personally will please sever connections as instructed."

"

Message 41.

Answer to your message #49. Article is in the New Herald Tribune of 1606, 1940, one six naught six one nine four naught (June 16, 1940)."

65-1819

September 10,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER from LILLY STEIN which was postmarked New York, N.Y., September 9, 1940, and read as follows:-

"

9/9 1940.

Dear Harry,

Must speak you about important matters. Must go out early. Will wait for you from eleven A.M. Donnot disappointe me!!"

(Exhibit 1A19-101 and 102.
Q213 and 214.)

He will further testify that with Agent Ellsworth he wrote out and encoded the message #50 which was turned over to Agent [REDACTED] for transmission to Germany. This message read as follows:-

"

Metzger and Aufzug say submarine base and underground hangar being built on St. Thomas."

September 11,
1940.

SEBOLD will testify that he received a letter from LILLY STEIN, addressed to himself as H. SAWYER, P.O. Box 574, Grand Central Annex, which read as follows:-

"

9/10, 1940.

Dear Harry,

Was very astonished to hear nothing this morning from you.~ Was late back, but waited from 11:30 for you!! I most speak you urgently, will wait tomorrow morning from 10:30 for you, donnot disappointe me, its for many reasons important. You doan't need to call, just come

L. "

(Exhibit 1A19-104.
Q215 and 216.)
(S. 2898 - P. 11.)

334

65-1819

He will further testify from his notes

(Exhibit 1A19-13)

b7c that he went to her apartment, 127 East 54th Street, arriving about 11:00 A.M. He remained about ten minutes. During the conversation she told him that [REDACTED] had not been to see her again; that he made a proposal to her that she should work for him and find out things of interest to the British Government, such as the names of individuals in the United States who are working for Germany. He said that he is a soldier and that he can't do such things very well. She said that he introduced her to an Englishman by the name of [REDACTED] who was staying, at that time, at the HOTEL PIERRE and who was soon to return to England. She stated that [REDACTED] told her that he was going to Bermuda, but that she should keep in touch with him and he would see her when he returned. She said that he might take her to Bermuda with him. He also told her that he wanted to introduce her to an Englishman in Washington, D.C. whom he knew and with whom she should work; that he kept remarking how short he was of funds. He, SEBOLD, then handed her a message he had written out composed of the message from Germany, stating that STEIN should in the future write only to Eissenhandelsgeellschaft Norberstrasse 50, Cologne on the Rhine, as her friend, HEINRICH, was stationed there, and the message received on September 9, 1940, which was #40, stating that Lilly should be careful and report in writing.

He also told her that he had some bad news for her and she said, "What? Have you dropped me?" to which he replied "No, they have dropped me."

He then told her he was through with this business; that there was no radio station and the mail box was no longer good. She said that she could not understand this, and he told her he could not understand it either; that it was just one of those things. He told her he would not see her again and she wanted to know to whom she should go for advice in the future. He told her he did not know but that someone might take his place.

She stated that the real estate company from whom she rented her apartment was going to furnish her with a new apartment somewhere on 89th Street; that they were only requiring that she pay half the rent owing which would be about \$100.

(S. 2898 - P. 12)

65-1819

He will further testify from his notes

(Exhibit 1A13 - 22)

that on the same day at about 8:00 P.M. he arrived at the Baldwin, L.I. railroad station on the Long Island train and found EVERETT ROEDER waiting for him in his automobile. He climbed into the automobile, and Roeder drove on the Sunrise Highway, and west toward Freeport, and parked on a side street near that town. ROEDER handed him a booklet issued by the SPERRY GYROSCOPE CO. INC. concerning "Recording Theodolite Instructions #14 - 6010 - E".

ROEDER instructed him to make microphotographs of this booklet and send them to Germany. He desired to have the booklet back by the following Monday, which would be September 16th.

(Exhibit 1A13 - 116 and 117).

ROEDER also said that he had secured some information about Allison Motors from a mechanic who formerly worked with the Allison Motor Company and was then working for Sperry. He said that he engaged this man in an argument and told him that the Allison Motors were no good, and that the company could not keep up to schedule, thereupon the man became angry and told Roeder the information he was seeking. Roeder gave to him, SEBOLD, the following facts to be transmitted to Germany by radio:-

"Up until October 1, 1939 194 motors have been built. The total output to August 15, 1940 has been 710 engines. In August 1940 187 engines were built. The company expects in September 1940 to build 220 engines and in October 1940 to build 300 engines."

ROEDER then drove to the Freeport Railway station and waited with him for about forty minutes until the train to New York came. Roeder was grumbling a great deal about money and said it was coming too slow. He talked about his last trip to Germany, stating that it was about three years ago. He said that the German authorities "ined and dined him" for ten days in Hamburg and Berlin; that he spent four days in Berlin in conference with technical experts concerning searchlights and related matters. He said the authorities treated him very well and he was given every luxury and even ^{they} offered to get him a woman, which he declined.

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He asked him, SEBOLD, if he had met the following individuals:

A man named [REDACTED] ^{b7C} who was about 45 years old, 6' tall, and a very snappy dresser and speaks four or five languages; that he spoke English with an Oxford accent.

A man named FRED HARRIS, about 30 years of age, well built, blonde, and who can drink "a brewery empty".

A man named SANDERS who is about 45 - 50 years old, partially bald, and wears glasses.

He told him that he could not identify any of these individuals although he, SEBOLD, remembers that HUGO SEBOLD who instructed him in Germany, was referred to on one occasion as SANDERS, however, the description furnished by ROEDER does not fit HUGO SEBOLD very well.

ROEDER said that things are quietening down in New York and that the "FBI men were relaxing". He asked Roeder if the FBI men were as competent as the Gestapo in Germany and Roeder replied that the "FBI boys know how to get around".

Roeder was reading the NASSAU DAILY REVIEW STAR of Wednesday, September 11, 1940. He showed him an article entitled "Curtiss Permit Asked by Sperry" which concerned the attempt by SPERRY CORPORATION to secure the old Curtiss Wright plant at Garden City, L.I. He suggested to ROEDER that he should send the article to Germany. Roeder gave him Page 18 of the paper containing the article.

(Exhibit 1A13 - 115).

Upon parting they agreed to meet again at Baldwin on Monday, September 16, 1940 at 8:00 P.M.

(S. 2756 - P. 10)

65-1819

September 12,
1940.

b7c

He will testify that with Agent Ellsworth he wrote out and encoded Message #51 which they turned over to Agent [redacted] for transmission to Station AOR, Germany. This message read as follows:-

"
Message #51.

British Purchasing Commission has so far ordered two billion dollars of war supplies here. Sixty percent of this for aircraft supplies. Supplies paid for in cash. Carried by British ships. British Marine reported to be six million tons greater now than when war started."

(S. 2804 - P. 23)

September 13,
1940.

He will testify that due to the fact that CONRADIN DOLD was to arrive from Portugal on the S.S. EXCAMBION he went to the Hotel GOVERNOR CLINTON where he left a note for him which is written in German and when translated, read as follows:-

"

September 13, 1940

Dear Mr. Doll:

Since I unfortunately did not get to meet you the last time, I would like to speak to you before you leave again. Please write to me at the following address:

Harry Sawyer
Post Office Box 334
General Post Office
31st Street, Eighth Avenue
New York City

Greetings from Aufzug and Metzger.

Respectfully,

HARRY SAWYER.

(Exhibit 1A2-35)
(S. 3045 - P. 32)

65-1819

September 14,
1940.

He will testify that with Agent Ellsworth he wrote out and they encoded the following message, which was turned over to Agent [REDACTED] for transmission to Station AOR in Germany. This message, when translated, read as follows:-

"

Message 52. My frequency Monday 14,380, Wednesday 314, Friday, 362."

b7C September 16,
1940.

He will testify that with Agent Ellsworth he wrote out and encoded the following messages which were turned over to Agent [REDACTED] for transmission to Germany.

These messages, when translated, read as follows:-

"

Message 53. Carr reports one nine four Allison motors built up to October first, nineteen three nine. Total output up to August fifteenth this year one eight seven motors. Expect to produce two two naught motors in September and three hundred in October."

"

Message 54.

I have severed connections with LILLY. My new address is Post Office Box three three four Central Post Office New York."

"

Message 55.

Your message thirty nine. Proposed Congress investigation of German use of secret American Bombsight refers to Newspaper reports that German planes shot down in France were equipped with secret American bombsight. I find nothing about any other new bombsight. Is this the information you wanted."

(S. 2804 - P. 27 and 28.)

He will further testify from his notes

(Exhibit 1A13-22)

that he arrived on the Long Island Railroad electric train at the Baldwin, L. I. station at about 8:00 P.M.; that Roeder was waiting in his Buick sedan at the depot for him. Roeder blinked his headlights, he walked to his car and entered it, and ROEDER then drove on to the Sunrise Highway and turned east toward Freeport. He handed Roeder the booklet on the Recording Theodolite and Roeder said that he had been worried about it as he had to put the booklet back in a desk. Roeder then gave him two .38 calibre revolver cartridges, the case of which was nickel and the bullet brass. The bullet was sharp pointed. Roeder said that these two bullets were samples of four million bullets which were sent to Canada, together with 400,000 pistols which were left over from the Philippine Wars.

He gave ROEDER his new mail box number, 334, General Post Office, New York City.

Roeder drove him to Freeport and let him out to catch a train returning to New York City at approximately 8:10 P.M. They agreed to meet the following Monday night at the same time and place.

(Exhibits 1A13-119)
(S. 3185 - P. 24)

September 17,
1940.

He will testify that in that he did not receive any answer to the note which he left at the Hotel GOVERNOR CLINTON for DOLD he wrote a letter in German which he mailed to Dold at the Hotel Governor Clinton on that day, and which, when translated, reads as follows:-

" September 17, 1940

Dear Mr. Dold:

Last Thursday I wrote you a letter but possibly the hotel people failed to give it to you. Please advise me when and where I can meet you.

Greetings from Aufzug and Metzger.

Respectfully,

Harry Sawyer
Box 334
Central Post Office
New York City "
(Exhibit 1A2-36)
(S. 3045 - P. 32,33)

65-1819

September 19,
1940.

He will testify that he received a telegram at his post office box which was addressed to him as HARRY SAWYER which read as follows:

"
Am staying here 3 weeks give place to meet
tomorrow afternoon

Dold "

(Exhibit 1A2-34).

On the same day, at about 12:50 P.M. he telephoned to the Hotel Governor Clinton and was unable to reach Dold. He thereupon sent a telegram to him at the hotel which read as follows:

"See you 5 P.M. at your hotel room

Harry. "

He will also testify that he mailed a letter addressed to C. S. WANG, 420 Szechuan Road, Shanghai, China which contained the following microphotographs of material furnished by KLEISS:

Fortune Magazine, August, 1940 marked "Hard".
Clippings and articles.
Clippings and Fortune Magazine Articles.

(Exhibit 1A20-9)
(Exhibit 1A26-2)
(Exhibit 1A26-11)

Also report furnished by Roeder of Canadian Progress and information concerning Sperry Gyroscope Company moving to Garden City.

(Exhibit 1A13-113)
(Exhibit 1A13-115)

He will testify from his notes

(Exhibit 1A2-37)

b7C
[that he went to the Hotel GOVERNORCLINTON at about 5:00 P.M. but Dold was not in. He waited and phoned to him on the house phone at about 6:10 P.M. and caught him in his room. Dold invited him up and he went to his, Dold's, room on the 16th floor. During the conversation which took place Dold said that he had heard of him, SEBOLD, from SIEGLER and STIGLER. He said that the last time he had taken any material over for anybody was for Siegler and Stigler about two months before; that he took this material to Genoa where he was met by a man named [redacted] whom he described as being short, having a dark complexion and wearing thick glasses. [redacted] stated that that would be the last time he would meet DOLD at Genoa as the whole division was being transferred to Vienna.

L
He further stated that [redacted] was from Stuttgart, which is his own home town. Dold said that after meeting [redacted] his ship was re-routed and only stopped at Lisbon, Portugal. He stated that he wondered why no one ever contacted him at Lisbon as he used to be met at Genoa practically every trip.

He told DOLD that this was possibly due to the fact that he, SEBOLD, has a radio station now and was in daily contact with Hamburg and notifies them each time he is sending material by anyone on the boat, and Hamburg then has a representative meet the boat in Lisbon. Dold said that he would be glad to take material over for him.

DOLD further stated that there must be two other stations in America, as he brought over two other letters from the other side some time ago, and mailed them. One he recalled was to some man in a small town in Pennsylvania and the other to a man in Brooklyn. He could not recall the men's names or addresses, but said that he would try to find them out and let him know. He said that the letters were concerning their radio station operations. He told Dold that he would be interested in meeting these men, and comparing notes on how to operate radio stations.

In their conversation DOLD mentioned that he knew STRUNCK and that he used to work on the WASHINGTON before coming on the EXCAMBION. Dold asked him if he knew the Head Cook on the AMERICA and he asked him if he meant HARD. Dold said no, he meant KLEISS. He told Dold that he believed that this was the same man as he knew under the name of KLEISS but has never met the man. Dold asked him to arrange for him to meet with STIGLER and SIEGLER the next night, Friday, at 9:00 P.M. at Columbus Circle. He stated that he wanted to talk over matters with them. He told Dold that he would try to arrange such a meeting as he was meeting Siegler and Stigler that night, Thursday. Dold said that he was missing that trip of the EXCAMBION and he, Sebold, told him that he would probably get in touch with him before the next sailing of the EXCAMBION as he might have materials for him to take over. He told him that the materials that he had on hand then he would send with someone else.

(S. 3045 - P. 34).

September 19,
1940 (Continued)

He will testify that he received a letter, addressed to him as Mr. HARRY SAWYER, Grand Central Annex, Box 574, New York City, U.S.A. This letter was postmarked Havana, Cuba, September 16, 1940, return address, [REDACTED] Hotel Ambos Mundos, Habana, Cuba. The letter read:-

b7C

"Dear Harry,

Meet me Thursday, September 19 at 9.

Regards

Er."

(Exhibit 1A14-50 and 51)
(Q220 and 221).

He will further testify from his notes

(Exhibit 1A15-11)

that he went to Columbus Circle, New York City at about 9:00 P.M. where he met SIEGLER. SIEGLER told him that he and STIGLER had been followed in Cuba by two men in a private car. He said that they had gone into a restaurant to eat, and from the restaurant had taken a taxicab to the races; that later on, the taxicab driver contacted them and told them that after they got out of the car he was contacted by two young Americans who were "G men" and who had asked for information about Stigler and Siegler's activities. Siegler said that he and Stigler later on went to the back of the restaurant and the owner of the restaurant asked if they had done something wrong as two Americans had been in to ask about them after they had left the restaurant.

65-1819

SIEGLER said that he and STIGLER had not seen anyone following them and expressed some concern. He asked Siegler if they had made any contacts in Havana, and Siegler said they did not.

He then told them that they did not need to worry; that there could be a whole army following them; as long as they did nothing there could be no trouble.

About this time STIGLER joined them and he gave them his new box number, Box 334, General Post Office. He told them that DOLD wanted to see them the next night at 9:00 P.M. They did not seem to be very pleased about having to meet Dold and indicated that they had never met him personally before. They said that he has two brothers who are high Nazi officials, and that in the past Dold has gotten into trouble over the Exchange Laws in Germany and when he has been in trouble he has simply called the "big brown house" (Nazi headquarters in Hamburg) and has been immediately cleared.

b7C They agreed to meet him as arranged. STIGLER said that he had received a letter from [redacted] of Lisbon; that the letter had been brought to his residence address on West 85th Street by MEZENEN of the Trans-Atlantic Clipper. This letter told Stigler to introduce Mezenen to informant; that Mezenen had left a note also asking Stigler to meet him between 8 and 11 P.M. at Columbus Circle on September 19, 1940. However, he could not find him.

SIEGLER and STIGLER then spent considerable time going to telephone booths and calling up various places, the names of which he did not know although he believes one of them was the SEAMEN'S HOME, in an effort to locate MEZENEN. Stigler said that he would try to reach Mezenen and have him at Columbus Circle at 9:00 P.M. on the 20th and introduce him. Stigler asked him if he had received any letters from BROKHOF. He told him he had not. STIGLER said that BROKHOF had taken over the job of making the "rounds" for FEHSE and that he had told Brokhoff to send mail to him, SEBOLD, for transmittal to Germany.

When they separated, STIGLER and SIEGLER said that they were immediately going to Hoboken to get in touch with BROKHOF and instruct him to send his material to him, Sebold. They separated with the understanding that they would all meet the next night at 9:00 P.M. at Columbus Circle.

(S. 3045 - P. 30).

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September 20,
1940.

b7c

He will testify that with Agent Ellsworth he wrote up and they encoded Messages #56 and #57 for transmission to Station AOR in Germany. These messages were turned over to Agent [REDACTED] for transmission. They read as follows:-

"

Message 56.

Carr reports USA has sold 400,000 pistols to Canada. Guns left over from Philippine Wars. Also sold them four million bullets. All for training purposes."

"

Message 57.

My frequency Tuesday 14,350 Thursday 314 Saturday 380."

(S. 3055 - P. 4)

He will further testify from his notes

(Exhibit 1A15 - 12)

that at about 9:00 P.M. he went to Columbus Circle, New York City, where he met SIEGLER and STIGLER. They waited until about 9:25 P.M. for DOLD and then left when he did not come. Stigler said that he had not been able to reach the steward on the Trans-Atlantic Clipper by the name of MEZENEN. He then gave him MEZENEN'S telephone number as Independence 3-2449 and told him that when he called to ask for MAX and to call only between 8:00 P.M. and 10:30 P.M. STIGLER said that BROKHOF has not been writing to him, SEBOLD, but has been sending his material direct to [REDACTED] Lisbon; that he did not indicate that he would change this procedure and give the material to him, SEBOLD.

b7c

STIGLER said that FEHSE had been losing one job after another, and blamed this on the FBI and the Labor Relations Board. He said that Fehse gets a job and in about three weeks the boss comes to him and "fires" him.

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STIGLER told him, SEBOLD, to radio Germany and inquire whether, in view of these circumstances, FEHSE could return to Germany. He asked Stigler about HEUBNER'S address, Heubner being the man that Stigler had said he would have get in touch with him at the last meeting. Stigler said he lost the paper on which he had Heubner's address but said he would see what he could do about getting the address for him.

STIGLER produced a typewritten letter written by HARD. He said he guessed he would mail a letter to Portugal. He, SEBOLD, suggested that he take the letter and make microphotographs of it and Stigler handed it to him. This letter is in German.

He left them about 10:30 P.M. The letter which he received from STIGLER, when translated, reads as follows:-

September 17, 1940

To [REDACTED]

Hamburg

I finished my time in the South some weeks ago, and I am now on a trip to the West Indies. You will have in the meantime received my letters from the South, and probably the letter containing the various patent notices from Zurich, Switzerland, is in your hands. (This probably refers to the communication which Informant has sent to Germany as a microphotograph which he received from HARD through STIGLER and which was written by a man in Zurich named [REDACTED] concerning devices to destroy battleships, etc.)

It was too bad that during this time I did not have an inconspicuous camera. I had repeatedly ordered one, and Mr. AUFZUG told me that I would receive one with the next mail; I could truly have used the same very well.

The yards there have lately developed very well and have employed 11,000 men. Various trade vessels which have been approved for some time were launched there; also, certain old ships from four to six thousand tons from the so-called ghost fleet are being conditioned and

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"
are reported to be the ones which will be sold to England. During the time I was there, I saw two such ships. In the yard itself, every available space is being used for working quarters which have been rapidly constructed.

The gang of men of German origin was held together very briefly. Most of them have their own little houses and will not commit themselves to anything, so one never knows with whom one is dealing.

A thirty-five thousand ton battleship which is just in the beginning of its construction lay in the slip and really has been making very slow progress, and I was stopped not less than eight times on my walks around as there is plenty about it going around (probably refers to considerable talk about the construction which is going on.)

All the plans of the marine ships which are in construction in these yards which I have reported are prepared by Gibbs and Cook in New York (Gibbs and Cox), and I have in mind to find someone there.

Herewith is a little diagram of the small boats about which I have already written you. (A pencilled diagram of a cross-section of a boat appears on the bottom of the letter).

Concerning the reported airplane carriers which are under construction, I have learned the following: the weight is 35,000 tons, the outer shell from the bottom to the water line 1-1/4" thick and has a draught of 35 feet, 12 feet below the water line; the ships are equipped with four pocket tanks of 22' by 2', which, in case of a direct hit, serve the purpose of leading the entering water over from one side to the other and thereby prevent the ship from listing.

Four grappling cables or steel hawsers are on board at various levels (or intervals) attached on each side of the ship with a hydraulic device, the first being operated with a pressure or pulling power of 1400 pounds, the second of 1000 pounds, the third of 800 pounds, and the fourth of 600 pounds. Besides this, there is also on board a protection net which should stop the airplane if it should go on past the fourth hawser. Concerning the hooks or grappling irons, I have not been able to obtain any information. However, they supposedly can be operated from the

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"
airplane.

Best regards to you and let me hear from you some-
time.

Your

Jimmy Hard"

(Exhibit 1A20-10, 12,
223 and 224.)
(S. 3045 - P. 39).

September 21,
1940.

He will testify from his notes

(Exhibit 1A26-1)

b7C that at about 11:00 A.M., in the presence of Agent Ellsworth he called telephone number, Independence 3-2449, the number given him by STIGLER the night before. Some man answered the telephone, and he asked for MAX. MEZENEN was called to the telephone. He gave him his name as HARRY SAWYER and said that he had been referred to him by AUFZUG. Mezenen said he did not know that name. He then said "Stigler" and that he had told him about his letter from [REDACTED] Mezenen said that it was all right. He said that he had been trying to make connections with Stigler for almost two and one-half months but had never been able to see him.

He then asked MEZENEN when he was leaving. He said he would be leaving Wednesday, September 25th. He then asked him when he could meet him. Mezenen said "On Tuesday, night, at about 9:00 P.M." Mezenen asked him where he could meet him. He told him the "Grand Central Railroad Station". However, MEZENEN said he would not be able to recognize him there and requested that he give him some specific address. He then told him that he would meet him at an "apple cider joint" in the basement of 207 East 85th Street. He then gave Mezenen his post office box number 334, General Post Office.

(S. 3045 - P. 45).

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On the same day he tried to reach DOLD by telephone but was not able to contact him at the hotel so at about 12:00 Noon he went to the hotel where he left a note at the desk in a hotel envelope for Dold. This note read as follows:-

"Dear Mr. Dold,

We missed you last night. Please write me before you are going on your next trip.

Harry S."

September 23,
1940.

He will testify from his notes

(Exhibit 1A13-22)

that he arrived at the Baldwin, L.I. railroad station on the Long Island electric train at about 8:00 P.M. ROEDER was in his automobile (Buick sedan) waiting at the station for him. After entering Roeder's car, Roeder drove around the block and returned to the vicinity of the station where they parked and talked for about twenty minutes. He told Roeder that he had no news, and that no money had arrived as yet but that he had established a new contact on the Trans-Atlantic Clipper. Roeder appeared to be worried about this contact, and told him to be very careful as it might be a trap. He told Roeder that he would exercise due precaution.

During the conversation Roeder told him about a man who had been arrested from SPERRY'S plant, referring to EDWARD A. KANGESIER who was arrested by the New York Police for having gas guns and various other arms in his apartment. Roeder said that it was getting so "hot" in Sperry's plant now that one man does not trust the other.

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He also brought up the matter of the steward that he was to contact on the S.S. HANSA about two years before but who disappeared with the money for him. He said that the Germans then sent another man with money and prior to contacting this man he was furnished with a torn half of a penny postcard; that when this man approached him to pay him he had the other half of the torn penny postcard as identification.

ROEDER said that he had recently made the acquaintance of a Marine Corps Captain; that this Captain was a very loyal U. S. subject; that he had merely made his acquaintance through playing Poker. He said that the fellow was inclined to talk quite a bit and that he hoped to gain some information from him but that he believed that if the Captain knew his intention he would shoot him.

They separated, agreeing to meet the following Monday night at the same place and at the same time.

(S. 3185 - P. 25)

September 24,
1940.

He will testify that he discussed with Agent Ellsworth and they wrote out the following message which was taken by Agent Ellsworth to be encoded and turned over to Agent [REDACTED] for transmission to Station ACR. The message read:-

b7c

"
Message 58.
Fink cannot keep a job here. Has trouble with Labor Relations Board. He requests advice can he return to Germany?"

(S. 3055 - P. 6)

He will further testify from his notes

(Exhibit 1A26 - 1)

that he went to 205 or 207 East 85th Street, New York City, or in front of the cider joint, and waited out in front until about 9:15 P.M. when he observed a man come to the entrance of the place, which was the cider joint and start to go downstairs. This man did not appear to belong in this neighborhood so he approached him and

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"Mr. Mezenen". The man turned around and said, "O.K." They then walked together to 86th Street and went upstairs in WESSEL'S HOF BRAU. There he ordered a beer, and Mezenen ordered a Limeade. He felt a little bit doubtful about MEZENEN because he appeared to be too cocksure of himself. Usually the men that he contacted before were just the opposite. He talked English with an accent. They did not speak any German. He appeared to be very curious about his, SEBOLD'S, activities. He decided not to tell him any more than he had to; that he would ask him many questions because he felt that MEZENEN, on arrival in Lisbon, would tell [REDACTED] about how he had acted and the kind of questions he had asked.

b7c

He handed MEZENEN the bullets he had received from ROEDER and Mezenen was very curious about where he had got them and about their physical properties.

He also handed Mezenen an envelope containing the following items:

1. Microphotographs:
 - a. Fortune Magazine articles of August, 1940 from HARD entitled, "How Many Planes When?" concerning Lockheed Aircraft Corporation; "Six Managers"; "The Fortune Survey XXXIII".
 - b. New York Journal American, August 25, 1940, article "The American Eaglet".
 - c. Typed sheet from ROEDER, "Canadian Program as of July, 1940".
 - d. Newspaper article from Herald Tribune, September 4, 1940, "United States To Send Canada Old Tanks. More War Supplies May Follow."
 - e. Newspaper articles from New York Daily News, August 31, 1940, "United States Orders 600 Battle Planes, 20,000 Motors."
 - f. Article from Nassau Daily Review Star, September 11, 1940, re Curtis Permit Asked by Sperry from ROEDER.

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"

- g. Newspaper article from Herald Tribune, September 5, 1940, "One Out of Every Four Britons is Reported using U.S. Arms."
- h. New York Times Magazine article, September 8, 1940, "From Crude Metal to Soaring Wings."
- i. Newspaper "P.M." article, September 9, 1940, "Shortage of Skilled Manpower for Plants Vexes New England."
- 2. Blueprint received from ROEDER "Schematic Circuit Diagram-Flightray, No. JO-25644-2050.
- 3. Cartridges
 - a. Three calibre brass bullets received from ROEDER 7/22/40.
 - b. Two .30 calibre incendiary cartridges which are substitutes furnished by the Bureau for the bullets handed Informant by ROEDER.
 - c. Two .30 calibre incendiary bullets which are substitutes for ROEDER'S bullets.

(S. 3045 - P. 47)
 (Exhibit 1A26-2, 3, 4, 5, 6,
 and 7.
 1A20-9, 1A13-113, 114, 115
 and 88).

MEZENEN said that he would take these materials to Lisbon and hand them [REDACTED]. However, he said that he was leaving the next morning, Wednesday, September 25, 1940 on a trip to Bermuda; that the plane would then return to New York, and then probably go to Lisbon.

b7C In their conversation MEZENEN said that his parents were from Switzerland; that he had lived many years in France. He stated that about two and one-half months before a man named [REDACTED] who was a Canadian and who was then in England working as a German spy, approached him and introduced him [REDACTED] that he was not entirely satisfied with

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just the contact with [REDACTED] take him to the German Embassy in Lisbon so he would be sure he was dealing with the right people. At the Embassy he said he was questioned and finally enrolled in the SPY SERVICE. He said that he had not, at that time, received any money for his services; that it would be handled later on.

He said that besides [REDACTED] he had also met another man named [REDACTED] who was a German but who poses as a Hollander. He said that this man was a great big man; very dark; very heavy set, with an immense nose; that he "runs around" [REDACTED] and handles the Anti-Semitic propaganda and activities, and also handles the entertainment of visitors. He said that when [REDACTED] and this man named [REDACTED] and others of the crowd are together they sing their theme song, "Roll out the barrels - we have the Jews on the run".

b7C
MEZENEN said that on his last trip he brought over two letters for STIGLER. He stated that when he arrives in Lisbon he telephones [REDACTED] and then meets him in the MORASCO RESTAURANT. This restaurant is near the HOTEL DUOS NACOES which is the same address that was given for [REDACTED] in the German radio message, which instructed SIEGLER and STIGLER to meet [REDACTED] in Lisbon.

Mezenen said that [REDACTED] are the same individual.

He arranged to meet MEZENEN each time he is in New York. However, Mezenen said that he did not want to write any letters or have any letters sent to him; that he wanted to contact by telephone. As he, SEBOLD, had no phone they then arranged that upon arrival in New York Mezenen would send him a letter to his mail box which letter would contain a blank piece of paper, containing only the mark of a circle with a cross in it. This would be the sign that Mezenen was in the city and that he should telephone him before 9:30 A.M. Mezenen said that his telephone was in the basement of his apartment house. They then arranged that at their next meeting they would meet at the same time and at the same place, namely, the "cider joint" on 85th Street.

(S. 3045 - P. 46).

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September 27,
1940.

He will testify that he sent a letter to DUQUESNE addressed to him at 60 Wall Tower, 70 Pine Street, Room 805, New York City. This letter read as follows:-

"

September 27, 1940.

Dear Sir:

Recommending you another customer. His address is HARRY SAWYER, Box 334, General Post Office, New York City.

Yours,

b7C

(Exhibit 1A3-324)

The purpose of this letter was to advise him of his new post office box number.

(S. 3707 - P. 3)

September 30,
1940.

He will testify that he received a letter from FEHSE or BROKHOFF, addressed to himself, HARRY SAWYER at Post Office Box 574, Grand Central Annex. It was postmarked Union, New Jersey, September 27, 1940 and contained a typed note in German, which, when translated reads as follows:

"

As I have just learned and as I first reported three months ago, the Queen Elizabeth has a valuable cargo of oil, benzine, and airplane parts on board. Within the ship 25 mechanics are working. Provisions are also being taken on board. A good source reports that she should soon depart. Queen Mary is expected here and should soon arrive. Both spare propellers, as already reported, are still lying on the pier."

(S. 3521 - P. 6)
(Exhibit 1A26-8,
Q232 and 233).

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That on the same day he received a letter from ERICH STRUNCK, addressed to himself as HARRY SAWYER at Post Office Box 574, Grand Central Annex, which read as follows:-

"
Dear Harry,

Meet you Tuesday at 9 P.M. K."

(Exhibit 1A23-8)
(Q228 and 229).

From his notes,

(Exhibit 1A13-22)

he will testify that he arrived at the Baldwin, L.I. railroad station at about 8:00 P.M. and observed ROEDER waiting in his Buick automobile. He waited for a few seconds, and then entered Roeder's car and drove east on Sunrise Highway to Freeport, where they talked for about fifteen minutes. Roeder immediately asked him if there was any news from the other side. He told him that he had received none. Roeder then said that the SPERRY CORPORATION was going to move their plant to near Dayton, Ohio within the next two years; that only the experimental plant of the company would remain in New York City.

He stated that he personally was going to get a job with the CHILEAN EXPLORATION COMPANY in Chile, South America, that he was above the draft age, but did not want to be around the United States when America went to war which he believed would be within the next six months, particularly if ROOSEVELT was re-elected. He stated that he was "fed up" with the spy business; that the other side owed him \$1900 and he sees no way to collect it. Roeder then handed him a letter which he said he could send to the other side if he thought there was anything worth while about it. This letter is from the "American Committee for Defense of British Homes, 10 Warren Street, New York" and reads as follows:-

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"

September 20, 1940

b7C [REDACTED]) This address
 [REDACTED]) was erased and
 Bronx, N.Y.) Roeder's penciled
 in

Mr. E. Roeder
 Sperry Gyroscope Co.
 Brooklyn, N.Y.

Dear [REDACTED]

The future of the entire English-speaking world hangs on the events of the next few weeks. Everywhere friends of Britain are saying : What can I do to help?

This Committee, of which I have accepted the chairmanship, offers an answer: put a gun for home defense into the hands of an unarmed British civilian. On the highest authority we have been informed that these weapons will greatly strengthen defense of British homes. Here is a way to help Britain stop Hitler now. Here is a way to help defend America.

We have completed arrangements for immediate shipment of these weapons from the port of New York.

The chief purpose of this Committee is to collect arms to be shipped to a civilian committee in Britain. However, if you desire to help and have no arms to give, we should be delighted to receive a cash contribution to meet the cost of collecting these weapons. Any sum you care to send will be most gratefully received.

Please use the blank at the end of the inclosed leaflet.

Sincerely yours,

(Signed) C. SUYDAM CUTTING

Chairman.

Be Sure to Send All of Your Guns, Don't Omit Any." (This is written in pencil).

(S. 3185 - P. 28)

(Exhibit 1A13 - 121)

(Q 249 and 250).

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He, SEBOLD, wrote "Carr" in pencil on the letter so that when microphotographs were made of it the German authorities would know from whom it was received.

With the letter was a pamphlet from some Committee describing various guns and binoculars, which they wished to accept and this pamphlet contained a donation blank.

ROEDER requested that he meet him at the same time and place on the following Friday evening, October 4, 1940.

October 1,
1940.

He will testify that he received a letter from DUQUESNE on Securities Service Company stationery. This letter was addressed to himself as "HARRY SAWYER, Box 574, Grand Central Annex" and read as follows:-

"

Dear Mr. Sawyer,

There are some attractive stocks on the market at the moment which might interest you, if you are in a buying mood.

As I have not heard from you I was of the opinion that perhaps you had been out of town, or are out of town.

Anyway drop me a line and let me know how you think on the financial activities as far as you are concerned.

Very truly yours
SECURITIES SERVICE CO." 2

(S. 3707 - P. 4)
(Exhibit 1A3-326, 327,
Q237 and 238).

He will testify from his notes

(Exhibit 1A23-5)

that he went to Columbus Circle, New York City and at about 8:50 P.M. met ERICH STRUNCK. They stayed in the vicinity of Central Park and talked for about a half an hour.

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STRUNCK told him that he did not go to see anybody when he arrived in Lisbon on his last trip; that he received a letter from [REDACTED] saying that he would not be able to see him right away because of important engagements but that in the meantime the ship sailed a day earlier than it had been scheduled; that prior to the ship's departure he went to the hotel and to [REDACTED] home address in an effort to see him but he could not locate him.

He stated that before leaving New York he had received a letter from SIEGLER which he mailed in Lisbon. He said that this letter was signed by a man named [REDACTED] and the letter simply stated that everything was going O.K. here and sent greetings from ERWIN.

b7C
He then handed STRUNCK the two .38 calibre Special Super-Speed bullets, which he had received from ROEDER. He also gave him microphotographs of the letter from JIMMY HARD addressed to [REDACTED] Hamburg, September 17, 1940 together with page 41 of the NEWS WEEK MAGAZINE, September 9, 1940. These two items had been handed to him by STIGLER on September 20, 1940. He also handed STRUNCK microphotographs of the following articles appearing in the AERO DIGEST MAGAZINE.

April 1940 issue - Hydraulic System Testing Bendix
Springboard Injection Carburetor.
June 1940 issue - Fuel Pump Developments.
August 1940 issue - Surface Controlled Booster for large Aircraft.

(Exhibits 1A23-10 to 14
1A26 - 11).

These items were submitted in his, SEBOLD'S, name as a part reply to the other side's request in the radio message for latest developments in hydraulic fuel pumps.

He also handed STRUNCK a set of microphotographs identical with the set furnished to MAX MEZENEN as it was not certain when Mezenen would arrive in Lisbon. This set included the articles taken from FORTUNE MAGAZINE of August 1940 received from STIGLER and containing the pencilled name "HARD", ROEDER'S "Canadian Program as of July 1940" and several other newspaper items purportedly sent by himself, SEBOLD.

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b7c He told STRUNCK that he had not been able to make contact with the other side for a week and asked him to discuss this matter with [REDACTED] and see if he could find out if there was any trouble there. Strunck said that everything was all right; that he had not been contacted by anyone.

He stated that he would see him, SEBOLD, upon his return from Lisbon.

October 2,
1940.

He will testify that he wrote out and mailed a letter to DUQUESNE, in answer to Duquesne's letter received the previous day, addressing it to him at 60 Wall Tower, 70 Pine Street, New York City, which letter read as follows:

"
Dear Mr. Duquesne,

Business condition in the past few weeks have been improving. I would like very much to discuss business developments some time soon with you. Please write me when you can see me.

Yours HARRY

Box 334
General Post Office
New York City"

(Exhibit 1A3-325).

October 3,
1940.

He will testify that he received a letter addressed to himself as Mr. HARRY SAWYER, Box 334, General Post Office, New York City. This letter is on the stationery of the SECURITIES SERVICE COMPANY, 120 Wall Street, New York, N.Y. The envelope contained nothing but a printed form letter of the Securities Service Company being a notice to security holders of Radio-Keith-Orpheum Corporation, dated March 5, 1940.

(Exhibit 1A3-329,
Q239 and 240).
(S. 3707 - P. 5).

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From his notes

(Exhibit 1A15-13)

he will testify that he received a letter from ERWIN SIEGLER, addressed to himself at Box 334, Central Post Office, New York City. This letter was postmarked at Havana, Cuba, October 2, 1940, and bore the return address of

b7C

[REDACTED]
Dues Mundos,
Habana,

and read,

"

Dear Harry

See you on Thursday, October 3 at 9 o'clock.

Regards,

Er."

(Exhibit 1A14 - 55
Q230 and 231).

He went to Columbus Circle, New York City, about 9:00 P.M. where he met SIEGLER who told him that STIGLER was coming also. They waited for about twenty minutes but STIGLER did not show up. Siegler said that there was nothing new; that everything was quiet. He asked Siegler for HEUBNER'S address but he said that he did not know what it was. He told him that he had made contact with MEZENEN, the steward on the CLIPPER and also that he had again contacted STRUNCK and had given both men materials to take to Portugal. He also told Siegler that he had received a letter, which was unsigned, from Union, N.J., concerning the ELIZABETH. Siegler said that he did not know who might have written the letter unless it was FEHSE. They then took a subway and the bus to 86th Street and went into the HEIDELBERG RESTAURANT. Siegler became quite drunk after a little while, and left, stating that he was going to WILLY'S WINE PLACE to meet a friend. He gave him, SEBOLD, a bottle of Cognac which he stated he had purchased in Havana.

(Exhibit 1A14-57).

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In their conversation SIEGLER also stated that he was nearly killed in Havana; that in walking around the city he suddenly saw a bunch of men lying on the ground and bullets began to whistle around him. He found himself in the middle of some kind of a revolution and everyone was yelling "Viva La Republic!"

No arrangements were made for any further meetings that trip.

October 4,
1940.

He will testify, from his notes

(Exhibit 1A13-22)

that he met ROEDER at the Baldwin, L.I. railroad station at about 8 P.M. Roeder was waiting there for him in his automobile. He climbed into his car. Roeder drove on to the Sunrise Highway and to Freeport where they talked for about fifteen minutes. Roeder asked if there was any news and he told him that there was not, and that no money had come from the other side. ROEDER was very much disappointed and said that he had been counting on that money; that he had had his furnace overhauled and owed the plumber \$320. He said he was going to write a letter to the other side and complain about the slow arrival of money.

b7c He said he though he would write by way of [REDACTED] Portugal. He suggested to him that he should use WANG'S address in China, as his letter might be stepped by the British at Bermuda. Roeder had no information and no material for him.

They separated, agreeing to meet the following Friday at the same time and place.

(S. 3548 -- P. 3)

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October 5,
1940.

He will testify that due to the fact that no contact had been made with the German radio station for the several preceding days it was deemed advisable to have MEZENEN make inquiry of [REDACTED] as to the cause of breaking off of radio communications.

He telephoned him at the telephone number given by Mezenen at about 8:30 A.M. and Mezenen stated that he was just leaving for the airport. Mezenen stated that he had no time to meet him in Manhattan because his Clipper Ship was leaving at 1:00 P.M. Saturday the 5th for Lisbon.

He then gave him, SEBOLD, his home address, namely the CAMBRIDGE ARMS APARTMENTS on Bowne Street, Flushing, Long Island. He told him to go to the apartment and tell the [REDACTED] that he was waiting for him, Mezenen.

He will testify from his notes

(Exhibit 1A26-1)

that he arrived at the Cambridge Arms Apartments at about 10:00 A.M. and the doorman had him wait in the lobby for about an hour when Mezenen telephoned and told [REDACTED] that he would be over in a few minutes.

b7C
At about 11:15 P.M. Mezenen arrived and took him into his apartment in the building. He believes the apartment number to be 1-F. At least it was on the first floor. The apartment was very small, furnished and appeared to have a bedroom, kitchen and living room. Mezenen told him that he paid \$40 a month for the apartment and handed him a drink.

He then told Mezenen that he had not been contacted by radio by Germany for the past eleven days or since the night that he saw Mezenen, namely, Tuesday, September 24, 1940. He said that he was unable to understand what the trouble was and thought perhaps there was a mix-up in transmission methods. He requested Mezenen to discuss the matter with [REDACTED] and to secure all information he could concerning the cost for the radio service.

65-1819

He told MEZENEN that he would not be able to notify the other side of his coming, as he had promised to do on the 24th, and that he, MEZENEN, would have to personally contact [REDACTED] Mezenen said he would try to get the information before he returned to New York. He then handed Mezenen additional microphotographs, as follows:

b7C One microphotograph each of the letter from JIMMY HARD [REDACTED] Hamburg, dated September 17, 1940, with which was a folder from NEWS WEEK MAGAZINE, also the following articles taken from AERO DIGEST MAGAZINE, concerning Hydraulic Fuel Pumps Developments, April 1940 issue - Hydraulic System Testing Bendix Springboard Injection Carburetor; June - 1940 issue, Fuel Pump Developments; August 1940 issue - Surface Controlled Booster for large aircraft.

He also handed Mezenen his letter marked #13 dated October 4, 1940, signed HARRY SAWYER and addressed to HUGO and written in code. This letter begins with the following paragraph in coded German:-

"I have not been able to get you on the radio for ten days so I am sending you this message from Fink in this way. Please furnish new radio instructions as I do not know what is the matter."

Following this paragraph, there was transmitted in code in German the following portion of the letter received in an envelope from Union City, N.J. on September 27, 1940, which was apparently from FEHSE. The entire letter was not coded but only the following translated portion:

"From Fink. Queen Elizabeth has valuable cargo of oil, benzine and airplane parts on board. Twenty five mechanics are on board. Provisions are also being taken on board. She should soon depart. Queen Mary should arrive soon. Both spare propellers still lying on pier."

They then talked about things in general and Mezenen said he made three trips to Bermuda since he last saw him on September 24, 1940. He had no information personally. Mezenen then took him outside to his automobile and they drove to the Flushing subway station. Mezenen said that he, SEBOLD, should telephone him in six days as he would be back in New York by that time. He did not desire that he write to him.

(Exhibits 1A23 - 13 and 14).
(Exhibits 1A20-14; 1A26-8 and 10).
(S. 3521 - P. 17).

65-1819

October 9,
1940.

He will testify that he received at the General Post Office, a letter, postmarked New York, October 8, 1940 and written on Securities Service Company stationery. This letter reads as follows:-

"

Dear Sir,

I take this opportunity to thank you for your efforts in naming my firm to your friends.

I have been thinking that you would be able to sell stocks and bonds yourself. I think that you informed me that you are an American citizen, and if my memory is right you could very easily work for us. However you would have to be a citizen, as, in the event of future trouble with any continental power, you might be deported and the firm get a black eye, which I cannot afford.

I would like to make an appointment and shall let you know when I shall be in the office.

If the proposition appeals to you, give it your thought seriously.

Very truly

F. DUQUESNE."

(S. 3707 - P. 5)
(Exhibit 1A3-331 and 332.
Q241 and 242.)

October 11,
1940.

He will testify from his notes

(Exhibit 1A13-22)

that he went to the Baldwin, L.I. railroad station, arriving there at about 8:00 P.M.

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He observed ROEDER parked in his green Buick sedan near the station, walked to his automobile, and climbed in. Roeder drove west through the station, and then north through Baldwin. Roeder immediately asked if there was any news. He told him that there was nothing. Roeder said that he was very disgusted, and that he had written a letter to Germany by way of WANG complaining about the money situation. He said that on his present income he is not able to live up to the standard of a substantial man in his community. He exhibited two bills which he had to pay, one being for \$200 and covering a note to a bank in Merrick, L.I. and the other, a bill for \$320 covering a Delco Heating Plant. He said that both bills were due but he had no money with which to pay them, and that he had been expecting money from Germany through him, Sebold.

Roeder stated that he had learned from a friend of his, who is an Englishman and works for the Sperry Gyroscope Company and who had just returned from England, that the English were using the co-called "ghost castles" which have been unoccupied for many years, as manufacturing plants. These plants are used particularly for manufacturing war materials, and the Sperry Company is one of the companies using such castles.

Roeder asked him to send the substance of this information in a message to Germany. He told Roeder that he was expecting a contact with a man on a Clipper on Saturday, October 12th and Roeder then instructed him to meet him Monday night, October 14, 1940. They were together only 15 or 20 minutes.

(S. 3548 - P.4).

October 12,
1940.

He will testify from his notes

(Exhibit 1A26-1)

that he telephoned RENE MEZENEN, using the telephone number given him by Mezenen at about 9:00 A.M. Mezenen stated, over the telephone, that he had a message for him which he would mail but he told him that he would rather come to his, Mezenen's, apartment at once, which was agreeable to Mezenen. He proceeded immediately to Flushing, L.I. to the Cambridge Court Apartments, 36-40 Bowne Street, where he entered Mezenen's apartment, #1-H. Mezenen handed him two microphotographs and a message from [REDACTED]. The microphotographs were wrapped up in a slip of paper, on which was written in pencil the following:-

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"\$500 - kamen mit EXOCHORDA Durch St. Grass [REDACTED]

Translated, this reads,

"\$500 are coming on Exochorda with Strunck. Greetings,
[REDACTED]

(Exhibits 1A26-13, 14, 16.
Q246).

b7c
MEZENEN said that upon arrival in Lisbon he telephoned [REDACTED] as usual, and met him at his home address. He said that [REDACTED] telephone number, Almeida 4-2518. He said that [REDACTED] He said that when he told [REDACTED] about the failure to make contact with the German station for the past ten days, [REDACTED] said that the radio station operator assigned to handle his, Sebold's, messages had been sick which would account for the failure to make contact. He asked Mezenen if he had any trouble carrying the materials over which he had given him, and Mezenen said that he had not; that he has a contact in New York who works in the Maintenance Crew; that this friend of his hides the stuff in a seat cushion or other places where people ordinarily would not look for the material, and that, he, Mezenen was able to avoid suspicion in this way because the stuff is hidden before he gets on the plane, however, he knows where the materials are hidden and upon arrival in Lisbon or shortly prior thereto he is able to take the materials out of their hiding place. MEZENEN said he has to pay this maintenance man something for his services. He was complaining a little bit about not receiving the money for his services although he said that on his last trip he was handed something [REDACTED] but that he was quite surprised at what [REDACTED] gave him, indicating that [REDACTED] had given him a small amount of money. He said, with reference to the note from [REDACTED] that [REDACTED] tried to give him \$500 to bring over, however, the money was all one dollar and five dollar bills and made a large package, which he refused to carry with him as it was too bulky, therefore, [REDACTED] was sending the money by way of Strunck. He, SEBOLD, asked Mezenen how he felt about doing this kind of work. Mezenen said that it was nothing to him, and appeared to be very indifferent as to the matter. He said that the main thing is that the stuff gets across; that he has no use for the English with their superior ways.

He said that [REDACTED] told him that he then had the English right where he wanted them, and gathered that the English were using Portugal as a clearing base and that [REDACTED] apparently had access to all the information they were getting.

65-1819

MEZENEN said that he was leaving for Lisbon in about five or six days, and that he would be willing to take more materials over, if necessary. The two microphotographs which Mezenen handed him were identical, and read as follows:-

"

1. Tell all friends except Carr that in future technical questions do not interest as much as military questions. These are as follows: and I wish every one would work very hard to get continuously informations.
- a) Exact strength of airforce giving figures of flying crew and ground crew separately.
- b) Details regarding flying schools, locations, amount of pupils, what special training, length of training, kind of plans used for training.
- c) Of special interest are all kinds of instructionbooks, especially such as are not available in open trade.
- d) Of paramount importance if pilots are specially trained for fighting in England, where are they trained, how many, how, and when they are expected to leave.
- e) Are they sent over via ship or via air and what routes do they take?
- g) Days of departure.

THESE QUESTIONS PERTAIN TO USA AS WELL AS CANADA

It may be necessary to find friends in the airforces itself who may be able to give you such informations. I am sending for this purpose another 500 bucks. "

(S. 3521 - P. 22)

b7c He will further testify that on the same day he discussed with Agent Ellsworth and wrote but not coded the following message, which was turned over to Agent [REDACTED] for transmittal to STATION AOR.

65-1819

"
Message No. 59.

My frequency Monday is 14,362. Wednesday, 314.
Friday, 350."

That Agent [REDACTED] turned over to them Message No. 42,
which he stated was received from Station ACR and which
when decoded and translated read as follows:

b7C

"
Message No. 42.

Tell Fink his return here is agreeable. "

October 14,
1940.

He will testify that he received at Post Office
Box 334, General Post Office, a postcard postmarked New
York, N.Y. October 12, 1940, reading as follows:

"
Dear Mr. Sawyer,

See you Tuesday eve 6:30 P.M. Usual place. Phone.

C.O.D. "

(Exhibit 1A2-51)
(Q248)
(S. 3533 - P. 12.)

He will further testify that with Agent Ellsworth
he wrote out and they encoded the following message for
transmission to Germany which they turned over to Agent
[REDACTED] This message read as follows:

b7C

65-1819

"
Your Message 25. Friend has not arrived. Friends
and I are in money difficulties. Carr says he
must have money immediately. I still have the \$1500
you sent. Friends and I have not yet found the
things you want to buy. Shall I pay Carr from this
money."

(S. 3345 - P.9)

He will testify from his notes

(Exhibit 1A13-22)

that he went to Baldwin, Long Island and met ROEDER at about
8:00 P.M. at the Baldwin railroad station where Roeder was waiting in his
automobile. He climbed into Roeder's car, and Roeder drove around the
block and back to the railroad station where they waited for the next
train to New York.

ROEDER was still anxious about money and he told him
that he had none for him. Roeder then acted very frightened and said,
"I have a sneaking idea that the material I am giving you is not getting
into the right hands." He, SEBOLD, assured him that everything was all
right; that he had given the materials to reliable messengers, and that
the materials had gotten into the right hands on the other side.

He then told him that if any money comes for him
he will immediately write him the date he would like to see him; other-
wise, they would meet the next Monday at the same time and place.

He handed ROEDER a copy of a portion of the micro-
photograph which MEZENEN had handed him at their last meeting. The port-
ion handed Roeder read as follows:-

65-1819

"

And I wish everyone would work very hard to get continually information A. Exact strenght of air-force giving figures of flying crew and ground crew separately.

B. details regarding flying schools, location, amount of pupils what special training lenght of training kind of planes used for training.

C. Of special intrestare all kinds of instruction books especially such as are not available in open trade.

D. Of paramount importance if pilots are special trained for fighting in england where are they trained how many how and when they are expected to leave.

E. Are they send via ship or via air and what routes do they take.

G. Days of departure.

THESE QUESTIONS PERTAIN TO U.S.A. AS WELL AS CANADA."

(S. 3548 - P. 5)
(Exhibit 1A13-37)
(Q251.)

ROEDER studied these instructions and said that he had memorized them. He then handed them back. They were together about fifteen minutes and he, SEBOLD, took the next train back to New York.

(S. 3548 - P. 5)

October 15,
1940.

He will testify that he sent the following telegram to DOLD:

"
Mr. C. Dold Hotel Governor Clinton New York City

Will see you at your hotel 6:30 Harry"

(Exhibit 1A2-38).

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He went to the hotel but was a few minutes late and DOLD had left.

(S. 3533 - P. 12)

b7C
On the same day Agent Ellsworth received from Agent [REDACTED] a message, in code, which he stated was received from Station AOR. This message, when decoded and translated, read as follows:

"
Message No. 43.

Pay five hundred dollars to Carr. Two hundred dollars to Jimmy and two hundred and fifty dollars to yourself. Use the rest of the money to enlist services of members of USA - U.S. Army Air Corps. This activity must be pressed. More money on the way."

October 16,
1940.

SEBOLD will testify that he received a letter addressed to himself at General Post Office, Box 334, which was postmarked at Secaucus, N.J. October 16, 1940 and which contained a note, written in German, which note, when translated, reads as follows:

"
G. HOFF (probably Gerhoff)

S.S. Elizabeth now has crew on board and is supposed to go to Boston in dock, then to be used as transport. Appearance same as reported at time of her arrival. Not armed. S.S. Manhattan and Washington are supposed to go into dock to be converted into hospital and transport ships. However, they will sail to China. Several ships of the Grace Line have already gone through the same process and are now attached to the U.S. Navy. S.S. Ville De Liège and Villa De Aversa, formerly U.S. Lines ships, are at the pier here in New York equipped with magnetic mine protection wire rings. They sail on October 16 from here to England with full cargo of war materials -Pink"

65-1819

(Exhibit 1A26-15)
(Q260).

He will further testify that he received a letter, addressed to himself, at Box 574, Grand Central Annex, New York City, postmarked New York, N.Y., October 15, 1940, the letter reading as follows:-

"

Okt. 14, 1940

Dear Mr. Sawyer,

I would like to see you on Thursday Oktober 17.
Could you make it possibly to call at my home at
7 or 7:30 P.M.? Thank you.

Best regards,

L."

(Exhibit 1A10-56,
Q252 and 253).
(S. 3548 - P. 16)

He will testify that with Agent Ellsworth he wrote out and they encoded Message No. 61 which they turned over to Agent [REDACTED] for transmission to Germany. This message read as follows:-

b7c

"

Message No. 61. Carr's friend from Sperry Gyro Company in England says English including Sperry are now manufacturing war supplies in old un-occupied ghost castles."

He will testify from his notes

(Exhibit 1A2-37)

that he met CONRADIN DOLD at about 7:45 P.M. at the Governor Clinton Hotel, New York City. Dold said that he had waited about seven minutes for him the night before and could not wait any longer.

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b7C He handed Dold some microphotographs, consisting of a letter from the American Committee for Defense of British Homes, addressed to [REDACTED] which was handed to him by Roeder for transmittal to Germany and the pamphlet from the same committee which requests the recipient of the letter to furnish the committee with any guns which the recipient may have.

(Exhibits 1A13-124)
(S. 3533 - P. 13)

October 17,
1940.

On account of having received instructions in radio message #43 to pay the \$500 to ROEDER, assisted by Agent Ellsworth, he wrote on a slip of paper the following words,

"Friday 18th"

which he mailed to ROEDER, addressed to his home, 210 Smith Street, Merrick, L.I. N.Y.

(Exhibit 1A13-126)
(S. 3548 - P. 7).

b7C He will further testify that with Agent Ellsworth he wrote out and they encoded the message which was turned over to Agent [REDACTED] for transmission to Germany. This message read:

"
Message No. 62. I hear that S.S. George Washington is in drydock getting ready to carry supplies and men to Philippine Islands and to bring back American refugees from Japan.

(S. 3345 - P. 14.)

He will testify from his notes

(Exhibit 1A10-4)

that he went to HERMAN LANG'S home at 74-36 64th Place, Glendale, Long Island, arriving about 7 P.M. Lang was home and the following conversation took place.

65-1819

LANG asked him about things in general, that is, as to how everything was going and about conditions in general. He told him that everything was working fine. Lang asked if he had heard anything more about his money from the other side. He told him that the last he knew was that he sent the message in August, asking them to deposit the three thousand dollars in the DRESDENER BANK and to notify his, Lang's, sister. Lang said that he would like very much to send his wife to Germany in the near future, and then try to get over himself and he requested him to ask the other side to verify the fact that the three thousand dollars were deposited in the DRESDENER BANK and his sister notified as he desires to have the money to "fall back on" in case he does go to Germany.

He asked him what he thought the chances of his getting out of America were, and he told Lang that there might be a possibility of his stowing away on some ship where he had a contact.

LANG said that he had learned through a friend of his, who is a member of the Gestapo of the German High Command that a man was sent over here recently from Germany with one thousand dollars to be paid to Lang's friend from Mexico and a Jewess, however, this man did not arrive and apparently skipped with the one thousand dollars. Lang said that his friend from Mexico was having a lot of money troubles and that he was badly in need of funds immediately. He told Lang that he would like very much to help his friend from Mexico, whose name Lang did not mention, but that he would not be able to pay money to anyone without direct authorization from Germany. Lang asked him if he had had any dealings with the Jewess in New York. He told him that he had been dealing with one but that he had severed all connections with her, referring to LILLY STEIN.

LANG stated that RANTZAU had recently been in Lisbon but that he had gone back to Germany again. Lang then asked him if he knew a man in Sperry's who was contacted and apparently recruited to the cause by RANTZAU several years ago. He told him that he had been dealing with a man who works in Sperry's. Lang said that the man is supposed to have come from South Germany but he told him that he did not believe that his friend came from South Germany unless it was his grandparents. He told Lang that it was his friend in Sperry's who was supposed to get him a new bomb sight but that he was experiencing a great deal of difficulty in trying to get it out of the plant. He asked Lang what he thought of the possibilities of getting a bomb sight out of a place like Sperry's and Lang said that it is much more difficult now than it was two or three years ago.

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LANG stated that at NORDEN'S they have been making experiments with three new glider sights; these bomb sights to be used in different bombers or Stuka planes. He said that these bomb sights have a self-erecting attachment and that they tried one of them out on an airplane but the airplane broke up; that they are now building an airplane and will try the sights out again.

LANG asked him to transmit this information to the other side.

b7C LANG also said that [REDACTED] who was under investigation by the DIES COMMITTEE, had returned to Germany by way of Japan.

LANG asked him a great deal about his contacts, and how he obtained money. He told him that he had no trouble getting money over here; that he had three of these contacts, and that he cannot understand why the other side would send money with a stranger when he has such good contacts.

In their discussion it was brought up that the man who disappeared with the one thousand dollars probably had his, SEBOLD'S, address and was in a position to cause him some trouble. Lang thought it would be a good idea for him to tell the other side that the man failed to show up with the one thousand dollars and to find out if he was in a position to cause him any trouble and if so, to furnish him with a description and photograph of this man.

He then handed LANG a typewritten copy of a portion of the last microphotograph brought over from Germany by MEZENEN. The portion handed to Lang read as follows:

"And I wish everyone would work very hard to get continually information:

- a. Exact strength of air force, giving figures of flying crew and ground crew separately.
- b. Details regarding flying schools, locations, amount of pupils, what special training, length, of training, kind of planes used for training.
- c. Of special interest are all kinds of instruction books, especially such as are not available in open trade.

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LANG said that he would see if he could not assemble this information for him. Lang returned the sheet containing the information to him.

No arrangements were made for a subsequent meet.

October 18,
1940.

b7C He will testify that with Agent Ellsworth he wrote out and they encoded a message which they turned over to Agent [REDACTED] for transmission to Station AOR. This message read as follows:

"
Message No. 63.

My frequency Tuesday 14,362. Thursday 314. Saturday 380."

(S. 3522 - P. 2)

He will testify from his notes

(Exhibit 1A13-22)

that he received five \$100 bills from Agent Ellsworth which he listed and ascertained that they were some of those delivered to him previously by ERWIN SIEGLER. These bills were

Serial No. B02424407A
" " B02424408A
" " B02424409A
" " B02424410A
" " B02424411A

He got the Long Island train to the Baldwin, L.I. railroad station arriving about 8:00 P.M. where he observed ROEDER parked in his car alongside of the station. He got in the car and Roeder drove to Merrick, L.I. He handed Roeder the \$500 above listed and Roeder wrote out a receipt, reading,

"Received 500 bags of cement on account. Carr."

(Exhibit 1A13-127 and 128)
(K-11).

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ROEDER was in a big hurry and said that he was going on a hunting trip up north with his boss from SPERRY'S and two army officers. He said they were leaving in an airplane and were taking three bomb sights with them to Ottawa, Canada. These bomb sights were to be used for training purposes and one was to be installed on a DC-2 plane and the two others on two Lockheed Hudson bombers. He said that Sperry was producing one hundred bomb sights monthly for Canada and six hundred bomb sights monthly for the United States.

ROEDER asked him to send this information to the other side. Roeder said that he would see him a week from Monday; that he expected to have a lot of news for him at that time.

(S. 3548 - P. 7)

October 19,
1940.

He will testify that he received at Post Office Box 334, General Post Office a letter postmarked New York, N.Y., October 18, 1940. This letter contained a note reading:

"

See me at 9 o. Friday Oct. 18th. Er."

(Exhibit 1A14-58)
(Q265 and 266).

Since he received this letter a day late and the S.S. AMERICA was sailing at noon too late for him to meet SIEGLER he sent him a telegram advising him that he had just received his letter and was sorry to have missed him.

(S. 3521 - P. 28)

He will further testify that Agent Ellsworth turned over to him two messages which he stated were received from Station AOR, through Agent [REDACTED]. These messages read:-

"

b7c Message No. 44. Have Carr on Friday October 25, 1940 between six and seven o'clock P.M. in New York at Nippon Club one six one West Nine Three Street. Please hand [REDACTED] a letter contents of your choosing, with signature, [REDACTED] and the remark quote kind regards from steamer unquote."

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"
Report weather conditions daily. Give time of observations barometer readings wind directions wind velocity condition of sky temperature visibility height of clouds weather tendency, "

and apparently Message No. 45, which they could not decode.

October 21,
1940.

He received a letter addressed to himself as HARRY SAWYER, at Post Office Box 334, General Post Office, New York City, postmarked New York, N.Y., October 19, 1940. The letter read as follows:

" Meet my friend on our place Sunday Oct. 20 at 7 P.M. Daily news, mantle gray. Regards. Aufzug."

(Exhibit 1A20-16)
(Q261 and 262)
(S. 3521 - P. 28)

In that he had received Message #43 from Germany, instructing that two hundred dollars be paid to JIMMY, he wrote a letter which he addressed to F. DUQUESNE, Room 805, 60 Wall Tower, New York. This letter read as follows:

"

October 21, 1940

Dear Mr. Duquesne,

Have some business I think you would highly appreciate. When can I see you in person?

Yours truly,

Harry."

(Exhibit 1A3-334)
(S. 3707 - P. 6)

65-1819

As a result of Message No. 44 received from Germany he wrote a letter, which he addressed to EVERETT ROEDER, at 210 Smith Street, Merrick, L.I. and which read as follows:-

" October 21, 1940
Dear Mr. Roeder:

Received important news for you. Must see you Wednesday. Write or wire me if this is O.K.
Harry."

(Exhibit 1A13-133)

He will further testify that on October 21, with Agent Ellsworth he wrote out, and they encoded a letter addressed to HEINRICH SORAU, which read as follows:-

" October 21, 1940.

Letter No. 15.

I have seen LANG. He asked me to notify you again that he would like to have his money deposited in German marks and would also like you to notify his sister. He said that in case he has to disappear here, he will then have a reserve in Germany. Then he said his friend from Mexico told him that a man had escaped with a thousand dollars, which money was for his friend from Mexico, and a Jewess. This man possibly had my address. Is it possible that the man can cause me difficulties? In case this is so, please send me a personal description and all other helpful material.

H.S. "

b7c This letter was mailed via [REDACTED] c/o [REDACTED] Sao Paulo, Brazil, by clipper on October 24, 1940.

(Exhibit 1A10-60, 61 and 62)

He will further testify that with Agent Ellsworth they received from Agent [REDACTED] Messages No. 45 and 47, which he stated were received from Station AOR. These messages, when decoded and translated, read as follows:-

"
Message 45.

Please uniformity in coding the messages otherwise decoding is extremely difficult and wastes time."

"
Message 47.

Suggest change transmission in time to one P M as conditions are better then."

Serial 3522 pages 8 and 10.

b7c
He will further testify that arrangement was made between himself, Agent Ellsworth and Agent [REDACTED] that in all messages to be forwarded to Germany thereafter concerning the weather, and the operation of the radio station the information as to the weather would be obtained by either Agent Ellsworth or Agent [REDACTED] by listening to the weather reports over the radio or from newspapers, and that Agent Ellsworth or Agent [REDACTED] would encode this and Agent [REDACTED] would transmit them.

October
23 1940.

He will testify that he received a handprinted letter addressed to himself as HARRY SAWYER at Post Office Box 334, General Post Office, postmarked at New York, N. Y., October 22, 1940. This letter read as follows:-

" Thursday Okt. 24 at 7 P.M. on Circle - News

" Introduced by Aufzig".

(Exhibit 1A31-1.
Q 263 and 264)
(S. 3521 page 29)

He will further testify from his notes

(Exhibit 1A13-22)

that he got the Long Island train to the Baldwin, L.I. railroad station arriving about 8:00 A.M. and observed Roeder parked in his automobile alongside of the station. He climbed into Roeder's car and handed him a copy of the message received which instructed that ROEDER should contact [REDACTED]

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b7C

ROEDER read the message, and stated that he had no idea who [redacted] might be; that, however, he would make an appointment and find out. He stated that he would see him, SEBOLD, the following Monday and tell him the results of his meeting. He stated that he had a successful hunting trip and had gotten two ducks over the last weekend.

October 24,
1940.

SEBOLD will testify that he found a letter in his Post Office Box 574, Grand Central Annex, from ROEDER which was mailed at Hempstead, L.I. on October 22, 1940 and was addressed to Post Office Box 334. The letter had been cut open with a knife. In the envelope was a printed government form, "Application for U.S. Savings Bonds" on which was printed in pencil the words, "O.K. for Wednesday."

(Exhibit 1A13-134 and 135).
(Q270 and 271).
(S. 3760 - P. 37)

He will further testify from his notes

(Exhibit 1A31-3)

that he went to Columbus Circle, New York City, arriving about 7:00 P.M. and met LEO WAALEN. He was wearing a gray coat. He approached him, SEBOLD, and introduced himself as LEO WAALEN and gave his residence as 1530 Second Avenue, New York City. He stated that he worked in the WOOD YACHT BASIN, City Island, New York, as a Chief Painter; that he was not an American citizen although he had his First Papers and that he came from Danzig, Germany.

WAALEN said that he had been engaged in this type of work (espionage work) since FEHSE returned from his training period in Germany; that Fehse and Stigler were the individuals who had induced him to engage in this activity.

WAALEN handed him the July 1940 issue of "MIAMI PORT AND AVIATION BOOK". In this magazine were three papers which Waalen stated should be sent to Germany. These papers were as follows:-

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1. U.S. Navy Schedule #2780 Ships (consisting of bids and specifications, which were open September 9, 1940 for boats, surf landing wood hull).
2. Letter from the Navy Department, Bureau of Supplies and Accounts, dated August 19, 1940 regarding Schedule #2780.
3. Government Form of Bid #31 in blank.

(Exhibit 1A31-4,5,6,
Q285, 286 and 287.)

WAALEN said he was able to go any place in the plant of WOOD'S YACHT BASIN and could get his hands on almost anything except blueprints. He said that he got these materials from the plant.

He stated that he had had no personal contact with any German authorities except FEHSE and STIGLER. He said that FEHSE had lost another job and was then living with BROKHOFF; that Fehse had asked him to ask him, SEBOLD, what the German authorities had said about his returning to Germany. He told Waalen to tell Fehse that he had received a radio message from Germany to tell Fehse that it was all right for him to return to Germany. Waalen arranged with him that whenever Waalen obtained any material that should be sent to Germany he, Waalen, would write to him and they would meet at Columbus Circle. Waalen took down his business mail box address, although, apparently, he already had this number which was given to him by Stigler as indicated by the letter received from him, as introduced above.

(S. 3521 - P. 29)

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October 25,
1940.

In that the message received from Germany had been given to Waalen to give to Fehse, it was thought advisable to contact him and ascertain when and how he would leave for Germany. Therefore he wrote a letter to him in care of ALFRED E. BROKHOFF, 326 60th Street, West New York, N.J. The translation of this letter read as follows:

"Dear Fink:

I have met your friend Leo and would like to see you on Tuesday evening October 29th at 7 o'clock on C. Circle. Greetings,

Harry."

(Exhibit 1A6-17)
(S. 3851 - P. 11)

October 28,
1940.

As no reply had been received from the letter sent to Duquesne, dated October 22, his second letter was addressed to him at his office, 805, 60 Wall Tower, New York City, which read as follows:

"

October 28, 1940.

Dear Sir:

I wrote you a week ago about some printed matter I have for you, but I have not heard from you. If you are not interested in the 200 green pamphlets, I can dispose of them somewhere else. Let me hear from you. I can see you before 10 a.m. Thursday morning or at 5 p.m. same day.

Yours truly,

Harry Sawyer
Box 334
General P.O.
New York City."

(S. 3707 - P. 6)
(Exhibit 1A3-335).

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SEBOLD will further testify that on the same day he received a letter from FEHSE addressed to himself as HARRY SAWYER, General Post Office, Box 334, New York City, postmarked at Flushing, New York, 10/28/40. This letter read as follows:-

"

Harry:

I received your letter and would like very much to be there on the designated evening; unfortunately I work until 9:15 in the evening. However, is it possible that we could meet on the same day at 9:30 p.m. downtown? Take the 8th Avenue Subway to the station marked "Broadway and Nassau Street", then on the exit corner, Williams Street and Fulton Street, I will be waiting; then we can meet on the corner of Williams Street and Fulton Street. I hope it is possible for you to be there, otherwise I will expect a couple of lines when and where we can meet later on. Otherwise, the air is clear in this vicinity. I remain with greetings

Fink."

(Exhibit 1A6-18 and 19)
(Q268 and 269).
(S. 3851 - P. 11).

He will testify that he sent a telegram to P.F. BROKHOFF, 326 60th Street, West New York, N.J. as follows:-

"October 28 1940

I will meet you tomorrow night 9:30 Harry"

(Exhibit 1A6-21).

He will testify from his notes

(Exhibit 1A13-22)

that he took the Long Island train to Baldwin, L.I. arriving at about 8:00 P.M. He observed Roeder parked in his automobile near the station. He got into the car with him and Roeder drove west, through the station and parked near it.

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They talked for about fifteen minutes.

ROEDER said that he had gone to the NIPPON CLUB, as he had been instructed to; that he had parked his car around the corner from the Club which he observed was a brownstone house. Immediately upon entering the house he approached a reception desk where two Japanese were standing. He had previously prepared a letter setting out that he was an inventor of oil burners. He had ended the letter with the phrase, "Greetings from the steamer" and had signed the letter "Will". He asked the men at the reception desk for [REDACTED] b7C They acted dumb and so he handed them the letter. They opened the letter and read it but still acted dumb. An elderly Japanese, wearing glasses, approached the desk, snatched the letter from the hands of the receptionist and acted somewhat disturbed that they examined it. The old man motioned Roeder to follow him into a nearby room where they sat down together. Roeder said that this Japanese looked like all other Japanese and that he was about 62 years old, spoke very broken English, and was about medium size.

b7C He examined the letter and then proceeded to ask him if he was German. Roeder said that he was. The man said that he was interested in oil burners and proceeded to ask him a million questions about oil burners. Roeder said that he kept on answering questions but could not get any idea as to what the man was driving at. Finally, after about fifteen minutes the Japanese said, "O.K. I want to see [REDACTED] next Friday night."

ROEDER said the Japanese did not in any way indicate who [REDACTED] might be, and Roeder had no idea who the man might be.

ROEDER left the place and stated that he does not intend to go back to it the coming Friday night as he was planning to go to Dayton, Ohio. He had no idea what [REDACTED] was driving at during the entire conversation. b7C

(S. 3760 - P. 36).

65-1819

October 29,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER at Grand Central Annex, Box (?) 4785, New York City. This letter was postmarked New York, October 28, 1940, and read as follows:-

"

Dear Harry,

Meet you Tuesday at 7 P.M."

(Exhibit 1A23-16
Q274 and 275).

This letter was apparently from STRUNCK.

He will testify from his notes

(Exhibit 1A23-5)

that he went to Columbus Circle, arriving about 6:45 P.M. About 7 P.M. STRUNCK walked up to him, and they walked together into Central Park, down a side path. Strunck handed him a gray paper sack containing \$500 in one, five and fifty dollar bills. He did not count the money in front of Strunck but did look at it and observed the denominations of the bills. Strunck also handed him a pencilled note, written in German, which translated, read as follows:

"

Lisbon, October 15, 1940.

Dear Mr. S.

Enclosed \$500 which I should give to you from the doctor. I hope that everything is going as well with you as it is with me. Best regards,

Your

b7C

In the lower left hand corner of the note is written the following:

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"

Enclosures

\$500

1 Micro

2 similar micros were sent last week by Max to Aufzug."

Attached to the note by a small paper clip was a small cellophane envelope, about 1 1/2" square, containing the microphotograph. This microphotograph is the same as the one received from MEZENEN and it reads as follows:

1. Tell all friends except Carr that in future technical questions do not interest as much as military questions. These are as follows: and I wish every one would work very hard to get continuely information.
- a) Exact strength of airforce giving figures of flying crew and ground crew separately.
- b) Details regarding flying schools, locations, amount of pupils, what special training, length of training, kind of plaine used for training.
- c) Of special interest are all kinds of instruction books, especially such as are not available in open trade.
- d) Of paramount importance if pilots are specially trained for fighting in England, where are they trained, how many, how, and when they are expected to leave.
- e) Are they sent over via ship or via air and what routes do they take.
- g) Days of departure.

THESE QUESTIONS PERTAIN TO USA AS WELL AS CANADA

It may be necessary to find friends in the airforce itself who may be able to give you such information I am sending for this purpose another 500 bucks. "

(S. 3851 - P. 7)
(Exhibit 1A23-18 and 33,
Q277; 1A23-20 and 21.)

STRUNCK was first reluctant to give the \$500 to him. He said he understood from [REDACTED] that the money was for SIEGLER.

b7C

387

357

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He told him that the money was for himself as he had received a communication from the other side telling him that the \$500 was being brought by STRUNCK to pay off certain individuals in New York; he told Strunck not to worry about it, that he would take full responsibility for the taking of the money. Strunck said that was all right. Strunck said that he would probably be transferred to another ship, which was being taken over by the export line, on their run to Lisbon in view of the fact that the EXOCHORDA had been sold to the Navy. He named the ship, probably the SIBONEY.

STRUNCK said he would get in touch with him about his new address. He then gave Strunck the new post office box number, again, as #334, General Post Office, New York City.

They then separated, and shortly thereafter he met Agent Ellsworth at the Pennsylvania Station waiting room. They proceeded to a secluded spot in the station and he turned the money in the bag and the other articles over to Agent Ellsworth.

He will testify from his notes

(Exhibit 1A6-5)

that at about 9:30 P.M. he arrived at the corner of Fulton and William Streets, New York City. FEHSE drove up in his automobile, and he stepped into it. Fehse then drove him around the East Side of New York near 86th Street. He handed him the message sent to and the message received from Germany concerning himself which were to the effect:-

"
Fink cannot hold a job here. Has trouble
with Labor Relations Board. Requests advice
can he return to Germany"

"
Tell Fink his return is agreeable".

FEHSE said that he did not know which way he should go to get back to Germany. He said that he believed the best way was by way of Japan; that he was afraid that if he went by way of Japan he would be caught in Russia and have his head chopped off. He told Fehse that would be all right; that the Germans would erect a monument and put his head on it in stone. Fehse said that he had expected the Germans to send him some passage money but he told him that he could not expect any help from anyone in this business; that he was a spy and spies are on their own and cannot expect sympathy from anyone. Fehse asked what kind of protection Germany would give him and he told him not to expect too much;

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that he would have to take his own chances in this kind of business. He then asked FEHSE about his troubles with the Labor Relations Board. FEHSE said that he was called before the National Labor Relations Board, 120 Broadway, New York City, a short time after he was "fired" from the S.S. AMERICA; that the Committee asked him about the mail he received from Germany and his connections with Germany. They asked him whether he would be loyal to the United States. When he made evasive and short replies, they asked him who had "coached" him in how to answer questions.

He said that after he left the Board meeting he had been continuously followed for about fourteen days; that each time he entered his house, a car would park out in front and keep watch over the house; that when he entered a subway one or two men would get on the same subway and watch him; that no matter where he went he was followed. He said that after that he could not hold a job; that when he got a job his employer would receive some kind of a letter and would come to him and say that he was sorry; but something was wrong with him, and he would have to let him go.

He stated that at that time he had a job as Second Cook in a restaurant in New York. He said that he would know in about a week whether the same procedure would be followed in this case. He then started talking about Hamburg, and said that before he left the Germans photographed his citizenship papers and his American passport. He, SEBOLD, then told him that he had lost his passport in Germany and FEHSE said, "You did not lose your passport. They stole it. Someone is probably traveling on your passport now."

FEHSE said that STRUNCK must be a gallant fellow; that they locked him up for three months in Germany over a two hundred Mark matter, and that in spite of the fact that he was "treated like a dog" in jail, STRUNCK likes to work for the Nazis. Fehse asked him if he did not think that was honorable of STRUNCK and he told him, "No, I think he is dumb to take such treatment."

The conversation then concerned FEHSE leaving America. Fehse said that he was afraid that if he left it would be a sure sign that he was guilty but that if he stays and war breaks out he would undoubtedly be shoved into a concentration camp. He, SEBOLD, then said, "Well, that ought to be all right. All you have to do is chop wood and eat heavy." Fehse asked what he would do if they put him in jail and he told him, "About all you'll have to do is play football for three years".

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He then pointed out to FEHSE that if he were in Germany and were caught doing espionage work he would be beheaded immediately. Fehse replied, "Yes, this is a pretty good country after all."

He said that he must have had an overdose of imagination in Germany when he accepted the job as a spy in America as he thought then that it would be a simple matter to get information here and send it across; that he has found out that the Americans are much tougher than the Germans indicated.

With reference to the passport matter, FEHSE said that he was instructed, when he left Germany, to steal any passports he could and send them back.

b7c He then asked FEHSE about HEUBNER, and Fehse said he had never heard of this man. He said that the only man he knew about who has a radio [redacted] in Philadelphia, but that [redacted] is not actively doing anything now. Fehse said that the whole Marine Division had "clamped down" and there was little activity anywhere. He said that BROKHOF was not serious minded enough to take over the activities so very little was being done. Fehse then asked him what he would do if he were trying to get out of the United States or trying to elude pursuers. He told him that if he had a slender figure that he, Fehse, had, he would dress up in some woman's clothes and take hold of Stigler's arm and walk out of the house some night and disappear. He said that if he wanted to get away from being followed he personally would go into the Catskill Mountains, some place and lead a quiet life until things quieted down.

FEHSE could not make up his mind what he wanted to do. He said STIGLER and SIEGLER were coming in on the AMERICA and that he would arrange with them to meet him, SEBOLD, Friday night at 9:00 P.M., (November 1st); that by then he might have a more definite idea of what he wanted to do and how he wanted to leave the country. He said that he would keep him, SEBOLD, advised as to his plans and his address, and that he might want a message sent to Germany regarding his departure if he left.

FEHSE also mentioned that DOLD'S brother, name unknown, used to come to Italy when American ships arrived and take materials off of the ships which were brought over by the espionage agents. He indicated that the material was taken directly back to Hamburg by him.

(S. 3851 - P. 12)

65-1819

October 30,
1940.

He will testify that with Agent Ellsworth he wrote out and they encoded Message No. 71 which was turned over to Agent [redacted] for transmission to Station AOR. This message read:

"
Message No. 71

Carr followed instructions your message four four. [redacted] wants to meet [redacted] this Friday night. Shall I meet [redacted] Friday and report to you?"

He will further testify that Agent Ellsworth brought the money and other items to the radio plant where they, Agent Ellsworth and himself, made a list of the serial numbers of the money and identified other items for evidence purposes. The money consisted of four \$50 Federal Reserve notes; two \$10 Federal Reserve notes, thirty \$5 notes and one hundred and thirty \$1 bills, and a list was prepared.

(Exhibit 1A23 and 34).

b7C
October 31,
1940.

He will testify that with Agent Ellsworth he received from Agent [redacted] two messages which he stated were received from Station AOR, Germany. These messages, when decoded and translated, read as follows:

"

Message No. 48. Carr should not meet Gatoz yet. First wait until [redacted] letter is here and definite connection is established."

"

Message No. 49. If the opportunity presents itself we have in mind to establish a large deposit with a New Yorker bank. We request recommendations as to how payments can be made unsuspiciously or would you (plural) rather receive large payments in (or through) Mexico."

65-1819

November 1,
1940.

He will testify from his notes

(Exhibit 1A15-14)

that he went to Columbus Circle, New York City, at about 9:00 P.M., where he met ERWIN SIEGLER.

Shortly thereafter FRANZ STIGLER walked up and joined them. The three then entered the pathway into the Park, through the park, and into Yorkville to a beer tavern. He showed STIGLER and SIEGLER the message contained in the microphotograph brought over by MEZENEN, a copy of which was also brought over by STRUNCK on October 29, 1940, which message concerned the furnishing of information relative to the training of pilots and the shipment of airplanes.

He told SIEGLER and STIGLER that he had received \$500 with the microphotograph message; that this \$500 was for the Air Division for the purpose of paying off some of the men. Siegler and Stigler did not have any doubt that this money was meant for him. He explained this to them due to the fact that STRUNCK was somewhat hesitant in turning it over. Stigler asked him if he was running short of money and he said that he was not. Stigler said that he would be glad to loan him any amount of money, up to \$3,000, out of his private funds; that he had been making investments in the stock market, and had been doing all right.

He asked STIGLER about HEUBNER and Stigler said that he would try to find out who this man is, and what his address is. Stigler and Siegler then suggested that they start a drinking party. They then went to Third Avenue, in the Viennese restaurant named "DER SCHWARZE ADLER" located between 86th and 87th Streets. They liked this place, and decided to make this a regular meeting place thereafter instead of standing around in the cold at Columbus Circle.

At the restaurant they talked about many things, principally being their affairs in Cuba with various women. During their conversations he continually led up to sabotage and related subjects in an effort to draw any information out of STIGLER which he might have concerning such activities.

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After they had had several drinks, SIEGLER and STIGLER talked very freely. He told them that it might be necessary to branch out into Cuba, and establish contacts there, and asked the man if they had any contacts in Cuba. They said that the only person they knew was SLOPPY JOE at whose place they "hang around" when they are there. He told them that he might have to re-arrange his setup in the near future, and that he might open a research bureau in which he could, on the side, manufacture incendiary pencils. He asked STIGLER and SIEGLER where he could get some incendiary bombs or pencils. They both denied any knowledge of the location of any such instruments.

He told them that they might have to lend a hand to the sabotage business in the event of war, and that he would need some incendiary bombs. SIEGLER said that they had been specifically instructed in Germany not to engage in any sabotage activities and not to have anything to do with incendiary materials. Siegler asked what incendiary pencils looked like, and how they worked. Stigler explained that the inner mechanism of the pencil consisted of a metal disk separating sulphuric acid, for instance, on one side and some combustible material on the other. He explained that the thickness of the metal disk through which the acid ate before coming in contact with the combustible material determined the length of time which would elapse before the bomb went off.

He, SEBOLD, asked STIGLER if he had ever handled such an instrument and Stigler said he had not.

From the restaurant they went to an apple cider joint on 87th Street, where they only stayed about ten minutes. After that they separated. However, they arranged to meet the following Wednesday, November 6, 1940, at 8:00 P.M. at the "SCHWARZE ADLER" restaurant.

(S. 3851 - P. 18)

65-1819

November 2,
1940.

SEBOLD will testify that with Agent Ellsworth he mailed two letters to HUGO SCRAU by way of Wang Travel Service, Szechuan Road, Shanghai, China. One of these letters was sent via China Clipper and contained micro-photographs of material received from LEO WAALEN, namely,

1. A letter from the U. S. Navy Department dated August 19, 1940, concerning Schedule #2780 - Boats, Surf Landing, Wood Hull.
2. U. S. Navy Schedule #2780 (Ships, covering bids of the specifications of boats, surf landing, wood hull).
3. Standard Government form of all #31, in blank.

Written on the page itself were the words, "To HUGO from AUFZUG'S friend LEO".

(Exhibit 1A31-7).

The second letter, which was sent via the S.S. PRESIDENT VAN BUREN, sailing from San Francisco, November 6, 1940, contained three microphotographs of the following articles from the S.A.E. JOURNAL.

1. Aircraft supply ignition engines with fuel injection - April 1940.
2. High output aircraft engines - March 1940.
3. Processes in injection systems of oil engines - March 1940.

(Exhibit 1A26-23).

On this latter were printed the words "To Hugo from Harry".

(S. 3851 - P. 50).

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b7C
He will also testify that Agent [redacted] turned over to Agent Ellsworth and himself a message, in code, which he stated was received from Station ACR. This message, when decoded and translated, read as follows:

"
Message No. 50.

b7C Ask Jimmy for coming to Germany for later business in South Africa. Money is on the way over. Please answer soon. Many regards from [redacted]

November 3,
1940.

He will testify that he received a letter from Duquesne, addressed to himself as Mr. HARRY SAWYER, Post Office Box 334, General Post Office, New York City, which contained the following letter which reads as follows:

" Nov 2nd 1940.

Mr. Harry Sawyer
Box 334 G.P.O.
New York City. N.Y.

Dear Sir:-

I am sorry that I could not get in touch with you before. This was due to circumstances beyond my control.

I am very interested in your proposition and can now go over the matter.

However I would like to go to the S.E.C. to get you registered as a salesman of securities. If you will let me know when you will be free to go over to 120 Bway, 20 floor I will meet you there and we can discuss the matter with the powers.

Telegraph or write please, and oblige

Yours very truly

Securities Service Co."

(S. 3707 - P. 7)

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(Exhibit 1A3-336 and 337.
Q278 and 279).

He will testify that he found a letter in Post Office Box 574, Grand Central Annex, New York City, addressed to himself as HARRY SAWYER and postmarked Habana, Cuba, October 29, 1940, which bears the return address [REDACTED] Amos Mundos, Habana."

The letter reads:

b7C "

Dear Harry,

Will see you Thursday October 31 at 5 P.M.
Regards. Erwin."

(Exhibit 1A14-1661.
Q280 and 281.)
(S. 3851 - P. 19).

November 4,
1940.

He will testify that he sent a telegram to Duquesne, addressed to Mr. F. Duquesne, Room 805, 60 Wall Tower, N.Y.C. stating that he would meet him at 4 P.M. on November 5th at the place suggested in his, Duquesne's, letter.

He will further testify that he received a letter addressed to himself as Mr. HARRY SAWYER, General Post Office, New York City, Box 334. This was postmarked New York, N.Y., November 3, 1940. The letter consisted of a blank piece of paper on which was a circle around a cross, and under the circle and cross an arrow.

This, it will be recalled, was the pre-arranged sign between RENE MEZENEN and himself, SEBOLD, whereby Mezenen would inform him that he wanted to see him.

(Exhibit 1A26-18 and 19).
(Q282 and 283).
(S. 3851 - P. 35).

He will further testify that with Agent Ellsworth he wrote out and they encoded the following messages which were turned over to Agent [REDACTED] for transmission to Station ACR in Germany.

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"
 Message No. 78. Your Message 49. Since I have good connections in Diesel Lines, I recommend opening a small research office. Licensed business name and suitable space present no difficulties. As research offices continually need money, you can send me a large amount."

"
 Message No. 79. Continuation. -- and I would deposit it in smaller sums in various banks. Thus I could make any size of payment without suspicion. Please reply soon."

(S. 3751 - P. 5 and 6)

He will testify from his notes

(Exhibit 1A13-22)

that on the same day at about 8 P.M. he arrived at the Baldwin, L.I. railroad station, Baldwin, L.I. where he observed ROEDER waiting in his automobile.

He entered Roeder's car and Roeder drove off on to the Sunrise Highway and east toward Freeport, and then back to the station and he caught the next train back to New York. During the period he showed him a copy of Message #48 received October 31 from Germany which read as follows:

"
 b7C Carr should not meet [redacted] yet. First wait until [redacted] letter arrives and definite connection is established."

ROEDER then said that he had something for him, and handed him a blueprint of the Flightray on a blueprint form of the SPERRY GYROSCOPE CO. INC. This is a blueprint of a rough sketch

(Exhibit 1A13-146).
 (Q330).

ROEDER also handed him a newspaper clipping which he said concerning his airplane trip to Canada about which he had told him. The newspaper clipping reads as follows:-

65-1819

"

SPERRY PLANE MAKES SECRET CANADA FLIGHT

Under mysterious circumstances, a plane chartered by the Sperry Gyroscope Co. of Brooklyn, which makes practically all the parts for the secret bomb sight of the U.S. Navy, was flown from La-Guardia Field to Ottawa, Canada, Oct. 22, it was learned today.

Whether the cargo consisted of bomb sight parts, whose manufacture is a closely-guarded secret, could not be learned.

The airplane was told the plane was to be used for 'an expericental radio flight', a representative said.

It was said that between midnight and dawn a 3,000 pound cargo boxed in sealed wooden crates was packed aboard an American airplane Douglas DC-3 transport plane in hangar one.

Later in the morning five passengers and a crew comprised of the capZtain and first officer, but without a stewardess, entered the plane in the hangar. In an unusual procedure, the motors were started, the doors of the hanger were thrown open, and the plane started."

(S. 3897 - P. 31)
(Exhibit 1A13-144)

ROEDER said that the secret bomb sight was not flown from LaGuardia Field but that the plane containing the bomb sight made a secret flight from Wright Field.

They agreed to meet the following Tuesday evening, November 12, 1940, as ROEDER said he expected to celebrate Armistice Day on November 11, 1940.

(S. 3897 - P. 30)

65-1819

November 5,
1940.

He will testify from his notes

(Exhibit 1A26-1)

that he telephoned to RENE MEZENEN at about 8:00 A.M. from New York City and made an appointment to see him and then took the subway and went to his apartment, the CAMBRIDGE COURT APARTMENTS, arriving at about 9:15 A.M.

He met MEZENEN and turned over to him microphotographs made of the articles contained in the S.A.E. Journal of March and April 1940 issues, as well as microphotographs of the material handed him by LEO WAALEN concerning the Navy Schedule #2780 on Ships and also microphotograph of his letters to HUGO SEBOLD, #14 and #15.

(Exhibits 1A31-7
1A26-23, 30 and 31)
(1A10-60 and 61.)

b7C He asked MEZENEN if he had anything from [REDACTED] Lisbon. Mezenen said he had nothing. Mezenen asked him if he had sent a new man to Lisbon on the export liner. He told him that the man was not exactly a new man but he was known on the other side. This refers to DOLD who made his first trip as a carrier to Lisbon for him, SEBOLD. Mezenen said that the man failed to meet [REDACTED] but that he had left a message there for [REDACTED]. Mezenen said that [REDACTED] asked him to locate another man on one of the clippers as they needed another carrier; that he, Mezenen, had in mind a Spanish fellow who is married and has two children and who would be trustworthy as a messenger.

He then asked MEZENEN how much money they gave him that trip on the other side. He said that they paid him better now and asked him if he had anything to do with the increase in pay. He said that [REDACTED] gave him one thousand Escudos, which amounts to about \$40 in American money.

MEZENEN said that upon arrival in New York he mailed three letters for [REDACTED]. One was to Oyster Bay, L.I., one to Connecticut and one to South America. He said that he would stay in the United States about eight days, and that he would notify him before he departed.

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He suggested to MEZENEN that in the future they arrange to meet at the subway station, Main Street, Flushing, L.I. to which Mezenen agreed.

b7C Mezenen said that [REDACTED] that his address is [REDACTED] telephone number, Almeda 4-2518.

(S. 3851 - P. 35).

He will further testify that Agent Ellsworth exhibited to him Message #51, which he stated was received from Germany that day, which read as follows:

"

Please send weather reports in German.
Give the barometer readings after the decimal point five one naught naught. Greetings."

(S. 3751 - P. 8).

November 6,
1940.

He will testify that he sent a telegram to Duquesne, addressed to him at Room 805, 60 Wall Tower, New York City, which read as follows:-

"

Meet me 5 P.M. today Harry"

(Exhibit 1A3-339).

He made a typewritten copy of the radio message, #50, received November 2, which read:-

"

b7C Ask Jimmy for (about) coming to Germany for later business in South Africa. Money is on the way over. Please answer soon. Many regards from [REDACTED]

He also received two \$100 bills from Agent Ellsworth which were two of the bills brought over from Germany by Siegler and which was a part of the \$1500 which he received for the purpose of buying a bomb sight or other technical equipment. He made a note of the serial numbers of these bills which were 1934 series, serial numbers B02424470A and B02424471A.

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He will testify from his notes

(Exhibit 1A3-18)

that he went to the EQUITABLE BUILDING, 120 Broadway, arriving about 4:55 P.M. and took the elevator to the twentieth floor where the office of the SECURITIES EXCHANGE COMMISSION is located. About five o'clock DUQUESNE stepped out of the elevator on this floor, and appeared to be very nervous. He kept looking around over his shoulder and was very nervous of the crowds and wanted to go into a side street where he could see everyone. He, SEBOLD, suggested that they go to a restaurant on Fulton Street. They then walked down Fulton Street, and entered a small restaurant near the waterfront where they sat together and talked.

Upon Duquesne's first arrival on the 20th floor of the Equitable Building, he looked around all the corners to see if anyone was watching before he came over to where he, SEBOLD, was standing. He then tried to persuade him to enter the S.E.C. offices, and make out an application to become a bond salesman. This, however, he refused to do stating that he was engaged in other activities.

Upon arrival at the restaurant he handed Duquesne the two \$100 bills and wrote out a receipt for the money which Duquesne signed. This receipt reads as follows:

"

November 6 1940

Received 200 pamphlets from H. Sawyer.

Jimmy Dunn

"

(Exhibit 1A3-340 and 341.
K17).

DUQUESNE said that he had expected more money than that. He then handed him, DUQUESNE, Message #50. Duquesne read it and said that he was interested in going to Africa but that he wanted to think the matter over for a few days, and that he would write to him when he would see him again. He asked how he could get out of the country, and he told him that it would be up to him and the other side. Duquesne then asked him to find out from the other side how he could leave the United States. Duquesne asked him if he would be able to get \$300 more for him right away. He told him that he might be able to, and asked him what he wanted the money for. Duquesne said that he wanted to make a trip to Wilmington, Delaware to the Dupont factory and take a photograph of the new gas shell which was the latest invention in this line. He said that he had seen a check for \$30,000 payable to the inventor of the shell by the U. S. Government. 431

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He then asked if he, SEBOLD, had his Leica camera with him. He told him he did not. Duquesne said he wanted the camera to take a photograph of the shell. He told him that it would be impossible. Duquesne then said that he could make a picture of the shell by turning a flash light on it. He suggested to him that a photograph of the outside of the shell would be of very little use but Duquesne said that he thought he could get the necessary information concerning the shell. He told him that he would ask the other side about giving him, Duquesne, \$300 for this purpose.

DUQUESNE then said that he had spent three weeks in the hospital with a high fever, and asked him to include this fact in his message to Germany. Duquesne then said that he had been followed regularly and that his mail had been opened; that, "the cops are living next door to me". He indicated that the "cops" lived in the next building. He asked Duquesne who it was that he saw following him, SEBOLD, on 42nd Street. Duquesne said that it was someone from the DIES COMMITTEE and stated that the Dies Committee was the organization that was interested in him also.

DUQUESNE said that he wanted to give him a set of photographs concerning his personal history to be sent to the other side. He referred to the photostat he had shown to him previously of the article appearing in the AMERICAN LEGION MAGAZINE which gave his past history. He told him that he would send it over if he would hand it to him. He also showed DUQUESNE a copy of the extract from the microphotograph brought over by MEZENEN and STRUNCK listing six items of information requested concerning the strength of the air force, details regarding flying school, text books, pilot training, and pilot departures, etc. Duquesne said, "That is a big order". He stated that he had received his, SEBOLD'S, letters with the enclosed secret writing but that he had not been able to develop the secret writing or read the messages.

DUQUESNE said that he considered the outcome of the election to be very bad for the country. He stated that it surely means war between the United States and Germany.

Duquesne then dictated to him some information which he thought should be sent to the other side. This he wrote down on a paper napkin, the substance of which is as follows:-

"A truck drivers' strike has been causing big delays in deliveries of materials to airplane factories. The operators of airplane plants are doing the work with unskilled novices, whom they are paying 80 cents an hour, and time and a half for overtime. DUQUESNE meant to infer that an inferior product was thus being turned out. He said that the English, Dutch, and American armies and navies are all having their work done in the same factories; that the American orders come first and the English second; that

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the material in the Dutch planes is inferior, and is not tested. He said that in the manufacture of the parts, each country's parts are painted a different color, such as green, purple, and pink, so that the operators in the plant can recognize which country's parts they are working on.

b7C He said that there is a man by the name of [REDACTED] and who works for the United States Government. SEBOLD questioned him further about this, but could not get clear whether [REDACTED] in France or in the United States and just what his services might be.

He said that the American Intelligence Service in Europe gets its information to the United States by engraving messages on spoons, pots, pans, camera parts, etc. Then a metallic substance is sprayed onto the engraved metal, and after the material is received in the United States, it is treated to remove the metallic spray, thus revealing the engraved message.

He said the American Consul or someone connected with him in Dakar, Africa, maintains a short-wave radio, and is in constant communication with the United States.

DUQUESNE said that he would write informant when he wanted to see him again, and let him know what his decision was about going to Germany and Africa.

(S. 3707 - P. 11 and 12)
(S. 3707 - P. 9)

He will further testify from his notes

(Exhibit 1A15-15)

that he went to DER ZUM SCHWARZEN ADLER restaurant on Second Avenue, between 86th and 87th Streets, New York City, arriving about 8:30 P.M.

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STIGLER came in and said that Siegler would follow in about ten minutes. A short time later Siegler did come. They sat at a table, and talked about things in general, mostly about sailors' activity on shore leave.

SIEGLER showed him a postal card which he had just received from his mother in Germany. He recalls that the postcard was postmarked "Ditzenbach" and Siegler said that the place was about fifty miles from Stuttgart. There was a stamped sender's address on the card, "Siegler Beim Kreuz" (Siegler by the Cross.) When he asked Siegler what this meant, Siegler said that it was the name of his people's estate; that his people are in the farming and restaurant business there. He said that he could take the business over at any time, but that he did not like to live in a small town.

During the conversation SIEGLER said that he had found that the Americans are "excellent fellows" especially when they come from the farm.

b7C SIEGLER and STIGLER had no information. They continued drinking until about 11:20 P.M. when they left the restaurant, and Siegler suggested that they go to another place. He took them to a cider joint by the name of the CHIT CHAT located on 85th Street, between Second and Third Avenues. Siegler seemed to be personally acquainted with a girl by the name of [REDACTED] who said that she was a Jewish refugee from Hamburg. Siegler indicated that she had practised prostitution in Hamburg which is where he became acquainted with her. They stayed in this place about twenty minutes. When Siegler and Stigler suggested another place to go to on 86th Street, he, SEBOLD, left them and went home.

They asked to see him again on Friday at the same place, Zum Schwarzen Adler, at 9 P.M. and gave him a bottle of Bacardi Superior Rum from Santiago, Cuba.

(Exhibit 1A14-63)
(S. 3851 - P. 20)

November 7,
1940.

b7C He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which he stated was received from Germany. This message, when decoded and translated, reads as follows:

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"
 Message No. 52. We are in agreement.
 Open office immediately. Advise when and
 where you want the remittance sent and the
 highest amount possible for you to handle
 without suspicion."

(S. 3751 - P. 14)

b7C

November 8,
 1940.

He will further testify that Agent [redacted] turned over
 to Agent Ellsworth and himself coded message, which he
 stated had been received from Germany. This message,
 when decoded and translated, read as follows:-

"
 Message No. 53.

We are very interested whether and which American air-
 planes or crews are being sent to the South African
 Union, Kenya, Palestine, Egypt, Iraq, and Iran. Give
 the above questions to Dunn also."

He will further testify from his notes

(Exhibit 1A15 - 16)

that he went to the restaurant "Zum Schwarzen Adler,"
 arriving about 9 P.M. where he met SIEGLER. Siegler said
 that STIGLER and STRUNCK would show up in a little while.

At about 9:15 P.M. Strunck came in. Stigler did not
 show up during the entire evening.

He asked STRUNCK on which boat he was then employed.
 STRUNCK said that he was going to work on the S.S. SIBONEY
 for about six months more. He stated that he was "sore
 about [redacted] Lisbon; that [redacted] was using his,
 STRUNCK'S, real name too freely in his conversations around
 Lisbon. He was also angry due to the fact that [redacted]
 had not given him any money up until now.

b7C

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SIEGLER and STRUNCK said that through Siegler they were going to write a letter to the principal in Hamburg and complain about [REDACTED]. Strunck said that [REDACTED] strikes him as being a "pansy" according to his behavior. He said that [REDACTED] however, appears to be a "big man" socially and seems to belong to some fashionable sports club.

b7C

He then handed Strunck some microphotographs to be delivered to [REDACTED]. Strunck said that he was leaving the next day, November 9, 1940. These microphotographs were photographs of the following:

1. Three articles taken from the Society of American Engineers Journal for March and April 1940, the articles bearing the titles,
 - a) "Aircraft Spark Ignition Engines with Fuel Injection."
 - b.) "High output aircraft engines"
 - c.) "Processes in injection systems of oil engines".
2. Also microphotographs of material handed to him by LEO WAALEN consisting of a letter dated August 19, 1940, concerning Navy Schedule #2780 on Boats; Invitation to Bid and Specifications of Schedule #2780, Navy Department; and Standard Government Form of Bid #31, in blank.

Also microphotographic copies of letters #14 and #15, #14 being a letter dated October 21, 1940 concerning Canadian Air Training Plans. Letter #15 was in code and concerned his conversation with LANG.

(Exhibits 1A31-7, 1A26-23, 30 and 31; 1A10-60.)

SIEGLER said that he would meet him the day following Thanksgiving at the same time and same place. Strunck said that the next time that he was in New York he would write a letter and they would meet at the same place.

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November 9,
1940.

He will further testify that he telephoned RENE MEZENEN at his apartment, and asked him if he was leaving soon. Mezenen said that he would probably not leave for another week, so he arranged to contact him before he left.

He will further testify that he wrote out the following message, which he turned over to Agent Ellsworth to give to Agent [REDACTED] for transmission to Germany:-

" Message 86. Dunn will answer your message five naught soon. He wants three hundred dollars to go to Wilmington, Delaware to get photo new gas shell being made by DuPont. Please cable me your reply."

(S. 3854 - P. 6)

November 11,
1940.

b7c

He will testify that with Agent Ellsworth he wrote out and they encoded Message #88, which they turned over to Agent [REDACTED] for transmission to Germany, which read as follows:

" Message #88. Dunn requests your advice about how he could leave U.S.A. He says the American Consul or someone connected with him at Dakar, Africa, operates a short wave radio and is in constant communication with U.S.A."

That Agent [REDACTED] turned over to them three coded messages, which he stated he had received from Station ACR in Germany. These, when decoded and translated, read as follows:-

" Message No. 54. Q1. How many Curtiss P four naught are being produced monthly and how many of them are going to England. Two. How many Allison Motors are currently being delivered to Lockheed and to Bell. Three. How many Lockheed Pursuit P three eight and Bell P three nine are being produced monthly. When is it contemplated that regular serial deliveries will be made."

" Message No. 55. I await answer to message of November 5. Advise to where we can send five naught naught naught

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"
dollars."

"
Message No. 56

Three hundred for [REDACTED] ok."

(S. 3854 - P. 10 and 11.)

He will testify that he received at Post Office Box 334, a letter addressed to himself as MR. HARRY SAWYER, Box 334, General Post Office, New York City, postmarked at New York, November 9, 1940, and which contained an letter reading as follows,

" New York 11/9/40

Monday Nov. 11. 8 P.M. Cir. Leo."

(Exhibit 1A31-9,
Q296 and 297).

He will testify from his notes

(Exhibit 1A31-3)

that he went to Columbus Circle, New York City, arriving at about 8 P.M. WAALEN handed him U. S. Navy Schedule of Supplies #3681, concerning boats, aircraft, rescue and spare parts; bids to be opened on November 1, 1940.

The schedule was contained in an envelope addressed to the Postmaster General, U.S.M., Bureau of Supplies and Accounts, Navy Department, Washington, D.C. and is marked, "Urgent - will mail". The envelope had not been sealed.

WAALEN also handed him a handprinted list of ship building corporations, which is as follows:

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American Car & Foundry Co. Wilmington, Del.

- 1 DWT Submarine Chaser 110 - ft. x
 15 - ft. 2 inc. x 9 - ft.
 Equipped with 1200 H. P. Gen.
 Motors Diesel engines. At a cost of
 \$ 233,358 U. S. Navy

Defoe Boat & Motor Works, Bay City, Mich.

- 1 170 Foot Sub. Chaser Cost \$1,255,000
 1 174 " " " " \$1,122,400

U.S. Navy

Fisher Boat Works, Detroit Mich.

- 2 Wooden hull motor torpedo Boats
 59 ft. Cost \$51,612

Luders Marine Construction Co. Stamford Conn.

- 1 110 ft. wooden hull Sub. chaser
 Cost \$194,139
 6 Navy all welded Tugboats

Consolidated Shipbuilding Corp. Morris Heights, N.Y.

- 6 Navy Tugboats all welded Steel

Robert Jacob, Inc City Island N.Y. Pilot Str.

- 6 Navy Tugboats Steel

Miami Shipbuilding Corp. Miami Fla.

- 2 69 Foot wooden hull motor Torpedo Boats
 cost \$89, 875 U.S. Navy

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(S. 4153 - P. 3)

(Exhibits 1A31-11, 12
and 13) (Q 298)

WAALEN told him that he should not destroy this material until he was sure that nothing was missed from the office; that after Waalen handed him these materials they took a bus to West 86th Street and from there took a cross-town bus to East 86th Street where he showed Waalen the restaurant, "ZUM SCHWARZEN ADLER" on Second Avenue between 86th and 87th Streets, where he asked Waalen to meet him in the future.

He was with Waalen about thirty minutes. Waalen had no other news.

(S. 4153 - P. 3)

November 12,
1940.

b7C

He will testify that with Agent Ellsworth he wrote out and they encoded a message which was turned over to Agent [REDACTED] for transmission to Station ACR, Germany. This message read as follows:

"

No. 91. Dunn reports one five naught Brewster planes being built for Dutch. Truck drivers strikes here are causing big delays in delivery of materials to airplane factories."

(S. 3854 - P. 12)

He will testify that, from his notes

(Exhibit 1A13-22)

he made typewritten copies of German Messages #53 and #54, which read as follows:

"

Message No. 53.

We are interested whether and which American airplanes or crews are being sent to the South African Union, Kenya, Palestine, Egypt, Iraq, and Iran. Give the above questions to Dunn also."

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"
Message No. 54 November 11, 1940.

One. How many Curtiss P four naught are being produced monthly and how many of them are going to England. Two. How many Allison Motors are currently being delivered to Lockheed and to Bell. Three. How many Lockheed Pursuit P three eight and Bell P three nine are being produced monthly. When is it contemplated that regular serial deliveries will be made."

(Exhibits 1A13 - 147).

He typed these up and took them with him to Baldwin, L.I. where he met Roeder, waiting in his automobile at the Baldwin, L.I. railroad station, at about 8:00 P.M.

He entered Roeder's automobile; they drove through the station, and parked in Baldwin. He handed him the German messages typed out and Roeder read them. He said that this was something new to him. Roeder said that the SPERRY COMPANY was experimenting with the new device, which he described as being an air-plane detector which is based on a micro-shortwave tube. He said this development is being transferred from the West Coast to the Long Island plant, and that he, Roeder, will probably be assigned to this new job. He also said that he was going to Boston, Mass. to work with some professors and students from the Massachusetts Institute of Technology and that he, Sebald, should meet him the following Tuesday. He also said that the newspaper articles to the effect that the old American Sperry bomb sight was being furnished to England were false; that England is receiving the up-to-date American bomb sight.

(S. 3897 - P. 33)

On the same day, November 12, 1940, he received a large envelope addressed to himself as HARRY SAWYER, postmarked New York, N.Y., November 11, 1940, and bearing return address, "Kroch's Bookstores, Inc., 200 N. Michigan Ave., Chicago, Ill." This contained an article, "FRITZ DUQUESNE: THE SEQUEL" from The American Legion Weekly, and an article entitled, "IS FRITZ DUQUESNE ALIVE", also from The American Legion Weekly. This was undoubtedly from Duquesne.

(Exhibits 1A3 - 373,
340, 341 and 342.)

November 13,
1940.

He will testify that he received through the mail from Duquesne, addressed to himself as MR. HARRY SAWYER, P.O. Box G.P.O. 334, New York City, a large envelope on which appeared the following: "Authorized by the Post Office Department, Ottawa, as Second Class matter" and in which there were the following articles:

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One copy of CANADIAN AVIATION MAGAZINE,
October 1940 issue.

One copy of the DU PONT MAGAZINE,
October 1940 issue.

It is further noted that the CANADIAN AVIATION MAGAZINE on
Page 17, bears the printed name "DUNN" in pencil.

(S. 3811)
(Exhibits 1A3-368, 369, and
370; Q323, 324 and 325.)

The original magazines were sent over subsequently to Europe.
Copies of the magazines,

(Exhibit 1A3-371, 372 and
373)

are retained in the file, photostats having been made of the originals.

He will testify that he sent the following telegram to
DUQUESNE, addressed to Room 805, 60 Wall Tower, 70 Pine Street, which read as
follows:

"
Where can I meet you Friday 5 P.M. Harry."

(Exhibit 1A3-383,
S. 4065 - P.4)

He will further testify that with Agent Ellsworth he wrote out
and they encoded two messages which they turned over to Agent [REDACTED] for trans-
mission to Station AOR, Germany. These messages read as follows: b7c

"
Message No. 93.

Dunn says U.S.A. Intelligence sends messages out of
Germany by engraving them on silverware, camera parts,
etc. Then they spray it with metal which is removed
when parts arrive here."

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"
 Message No. 94.

Your message five five. Answer follows in the next few days."

(S. 3854 - P. 15)

b7C That Agent [REDACTED] turned over to them a coded message which he stated was received from Station AOR and which, when decoded and translated, read as follows:-

"
 Message No. 57.

Ask Dunn for more details. Type of Brewster plane, time and place of delivery."

(S. 3854 - P. 16)

November 14,
 1940.

He will testify from his notes,

(Exhibit 1A26-1)

that in the presence of Agent Ellsworth he prepared a note for Mezenen which read as follows:

"
 Dear Mr. Mezenen,

Meet you tomorrow Friday 9 A.M. at subway.
 Harry."

This note he took to the CAMBRIDGE COURT APARTMENTS, 36-40 Bowne Street, Flushing, L.I. N.Y. at about 2 P.M. and as MEZENEN was not there he left the note for him.

b7C He will further testify that with Agent Ellsworth he wrote out a message, which they encoded and turned over to Agent [REDACTED] for transmission to Station AOR, Germany. This message read:

" Message No. 96. Dunn says factories being run by novices. English, Dutch, American work in same factories. American orders filled first, English second. Materials in Dutch planes inferior and not tested."

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November 15,
1940.

He will testify from his notes

(Exhibit 1A26-1)

that he went to the subway station in Flushing, and waited for Mezenen, who did not show up. He telephoned to him at his apartment and found that he was there. He then went to the CAMBRIDGE COURT APARTMENTS, arriving about 9:25 A.M.

He turned over to RENE MEZENEN the following material for delivery to [REDACTED] in Lisbon:

1. Coded letter #17 regarding his having a bank account, in his right name, at the CHASE NATIONAL BANK.
2. A microphotograph of his letter #16 regarding his new contact with a man named [REDACTED] together with microphotographs of five objects of material furnished by the U. S. Army to the Bureau covering army plane production schedules, dated July 3, 1940.

(Exhibits 1A26-25, 26 and 27).

b7c MEZENEN stated that he did not know exactly when he was leaving for Lisbon. He said that he would write to him if the Clipper left before Monday. He then gave him, SEBOLD, his private telephone number which he recently had installed, namely, FLushing 9-2811.

(S. 4153 - P. 7)

He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a message, which he stated had been received from Station AOR in Germany. This message, when decoded and translated, read as follows:

"Message #58. Fairchild Jamaica, L.I. What are they making monthly output how many workers. Grummon Beth Page, Long Island. Have they orders for skyrockets. How many? From whom? Were deliveries to England? Armament? Details and deliveries of Grummon fighter F4F3. Republican Aircr. Farmingdale how many planes ordered by Sweden. How many of this order goes to England."

(S. 3854-P. 21)

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He will testify that he received from Agent Ellsworth \$1100, made up of eleven \$100 bills, which were a part of the \$2,850 which was brought over from Portugal by ERWIN SIEGLER on July 19, 1940. He took this \$1100, went to the CHASE NATIONAL BANK, Main Office at Nassau and Pine Streets, New York City, and opened a checking account.

b7C The opening of the account was done through MR. [REDACTED] in which he made a deposit of \$1100.00. He opened this account in his own name of WILLIAM G. SEBOLD and gave his address as MANHATTAN TOWERS HOTEL. He told [REDACTED] that this was his temporary address and [REDACTED] asked him to bring in his permanent address as soon as he had it.

On the same day a letter was coded, and read as follows:

"No. 17.

Dear Hugo,

I now have an account with the Chase National Bank, New York City, under my right name in order to avoid suspicion. Send the money to me, William G. Sebold, Chase National Bank, New York City. From time to time you can send me money in sums as you see fit. My business expenses, rent and so forth, as well as radio operation costs, run about \$200 a month. Is this included in your remittance,

Harry."

b7C This letter was handed to RENE MEZENEN on November 15, 1940 for delivery to [REDACTED] on which date Radio Message #99 as set out hereinafter, was sent.

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November 16,
1940.

With Agent Ellsworth he wrote up and they encoded a message which was turned over to Agent [redacted] for transmission to Station ACR in Germany. This message read:

"

Message No. 99.

b7c
Your Message #55. Send money to me under my right name at Chase National Bank, New York City. Full details furnished in my letter No. 17 which am sending by Max [redacted]

November 18,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER, P.O. Box 334, General Post Office, New York City, from Duquesne which contained copies of two patents:

U.S. Patent #2215209, entitled "Frost Resistant Glass."

U.S. Patent #2215365, entitled, "Television Plant."

(Exhibits 143-389, 390, and 391.)
(Q306 and 307).
(S. 4065 - P.3)

On the same day he received a letter from PAUL FENSE addressed to him at Post Office Box 334, General Post Office, postmarked New York, November 17, 1940, which contained a letter, which is in German, and when translated, reads as follows:-

(S. 4153 - P. 14)
(Exhibits 146-24, Q303 and 304.)

"

Ville de Irlon left at 7 a.m. November 18th to meet a convoy. Was provided with magnetic mine protection."

November 19,
1940.

He will testify that he received a letter from DUQUESNE, addressed to himself as HARRY SAWYER, P.O. Box 334, General Post Office, New York City. The envelope bears the printed writing, "News Flash from Air Associates Inc., Bendix, N.J." and contained a four-page newspaper entitled

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November 16,
1940.

With Agent Ellsworth he wrote up and they encoded a message which was turned over to Agent Price for transmission to Station ACR in Germany. This message read:

"
Message No. 99.

Your Message #55. Send money to me under my right name at Chase National Bank, New York City. Full details furnished in my letter No. 17 which am sending by Max to Duarte."

November 18,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER, P.O. Box 334, General Post Office, New York City, from Duquesne which contained copies of two patents:

U.S. Patent #2215209, entitled "Frost Resistant Glass."
U.S. Patent #2215365, entitled, "Television Plant."

(Exhibits 1A3-389, 390, and 391.)
(Q306 and 307).
(S. 4065 - P.3)

On the same day he received a letter from PAUL FENNER addressed to him at Post Office Box 334, General Post Office, postmarked New York, November 17, 1940, which contained a letter, which is in German, and when translated, reads as follows:-

(S. 4153 - P. 14)
(Exhibits 1A6-24, Q301 and 304.)

"
Ville de Arlon left at 7 a.m. November 15th to meet a convoy. Was provided with magnetic mine protection."

November 19,
1940.

He will testify that he received a letter from DUQUESNE, addressed to himself as HARRY SAWYER, P.O. Box 334, General Post Office, New York City. The envelope bears the printed writing, "News Flash from Air Associates Inc., Bendix, N.J." and contained a four-page newspaper entitled

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"Air Associates Extra, Radio Report, October 15, 1940." On the first page is the handprinted name "Jim".

(Exhibits 1A3-394, 395, 396
and 397.)
(Q326, 327, 328 and 329.)
(S. 4065 - P.3)

He will further testify that Agent [REDACTED] b7C turned over to Agent Ellsworth and himself two coded messages, which he stated were received from Station ACR. These messages, when decoded and translated, read as follows:-

"
Message No. 59. We want to immediately send over five thousand by way of bank or Mexico. As sender we will name Pedro Gonzalez. Radio your agreement or other desires."

"
Message No. 60. Need details of the new armour plates of the U U (US ?) Rubber Co. Steel with rubber. How much shipped. Thickness of the individual steel and rubber plates. Nature of the rubber. How is the rubber joined with the steel. Is the exterior rubber or steel."

(S. 4046 - P. 5)

He will further testify from his notes

(Exhibit 1A13 - 22)

that he arrived at the Baldwin, L.I. railroad station at

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about 8:00 P.M. on the Long Island train, and observed ROEDER parked in his automobile alongside of the station. He climbed into the car. Roeder drove west, through the station, and to a spot near the railroad tracks where he parked. He remained parked until about 8:30 when he got the next train to New York.

During this period he gave ROEDER German radio messages #58 and #60. No. 58 reads,

"November 15. Fairchild Jamaica, L.I. What are they making, etc."

Part of No. 60 reads,

"November 19. Need details of the new armour plates of the U.S. Rubber Company, etc."

(These were set out above).

ROEDER said that he might be able to get some of the information desired, and that he would contact the manager of the GRUMMAN AIRPLANE plant in the near future about this matter.

Roeder then said with reference to the messages handed him on November 12, 1940, namely, German messages #53 and #54, he had definitely learned that the United States had not sent any airplanes to the South African Union, Iran, Palestine, etc.; that deliveries are only made in the United States of America, or its possessions. He said that the SPERRY plant in Coventry was bombed, and that the local SPERRY plant is working full speed on the new bomb sights for England, and that two bomb sights of the latest design are in England now.

The above information was to be sent by him, SEBOLD, to Germany.

b7C Roeder asked him if he knew anything about the [redacted] individual, concerning whom there was so much publicity in the papers at that time. He said that he thought this man might be [redacted] the fellow who used to contact him about a year before. He said that [redacted] had a scar on his cheek, and he wondered if he, SEBOLD, knew whether [redacted] had a scar on his cheek. He told Roeder he did not know anything about the man. Roeder said that he had been to Boston but made no further comment as to the nature of his business there.

They separated with an agreement that they would meet again the following Tuesday.

(S. 3996 - P. 3).

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November 20,
1940.

As he had received no answer from his telegram sent to DUQUESNE on November 13th he mailed him a letter which was addressed, "F. DUQUESNE, Room 815, 60 Wall Tower, New York City" (which is the new room number Duquesne gave him at their last meeting stating that he had had to leave Room 805 for some reason) with which he enclosed the following note:

" Dear Sir,

I have your order for 300 pamphlets ready. Must see you at once. Let me know when and where I can see you.

Yours truly,

Harry.

"

(Exhibit 1A3-384)

(S. 4065 - P. 4)

He will testify that with Agent Ellsworth he wrote out and they encoded the following messages, No. 105 and No. 107:

"

No. 105. Your message five nine. I am in agreement. Send money by way of bank."

"

No. 107. Just now heard Ville de Arlon left at 7 A.M. November 15 to meet a convoy. Was provided with magnetic mine protection."

These coded messages were turned over to Agent [REDACTED] for transmission to Station AOR. Agent [REDACTED] turned over to them a coded message which he had received from Station AOR, which, when decoded and translated, read as follows:

"

Message No. 61. Tell Dunn not to give newspaper reports report about the one five naught Brewster planes for Dutch appeared in newspaper of tenth November. You all must get busy getting new men and detailed news news news."

(S. 4046 - P. 7 and 8).

65-1819

November 21,
1940.

He will testify that Agent Ellsworth exhibited to him Message #62, which he stated was received from Station AOR, by Agent [REDACTED] in code, and which read as follows:

"
Message No. 62

First. Necessary to find one man in south and one in north who are also willing to put up radios. No Germans. Second, Have Dunn - - try to hire the following people said to be o.k. [REDACTED] divorced [REDACTED]. Now married to Italian of [REDACTED] birth care of [REDACTED] British, 57th and First Avenue East. Be careful about [REDACTED] and Fred Kreutzenstein, German Brazilian, known sportsman. Latter two in N.Y. telephone book. Expect early report."

b7C

November 22,
1940.

He will testify that he received at Post Office Box 334, General Post Office, a letter postmarked New York City, November 22, 1940, which read,

"
The second place we last saw sometime Friday Wait".

This note was typed on another envelope.

(Exhibit 1A3-385 and 386).
(Q308 and 309)

He will testify, as a result of Radio Message 49, received from Germany on October 31, 1940, in which the German authorities advised that they have in mind establishing a large deposit in a New York bank and requested recommendations as to how to make payments, and after having a discussion with Agent Ellsworth in regard to this and after sending messages #78 and #79, which were sent to Germany on November 4, 1940, to the effect that his recommendation was that he open a small research office which, in Message #52 received on November 7, 1940, the German authorities agreed to, he, on

65-1819

November 22nd, using his true name, WILLIAM G. SEBOLD, contacted Mr. [REDACTED] 152 West 42nd Street, New York City, and entered into an agreement, and executed an application for lease, in this building, specifying that he desired to rent Rooms 627 and 628.

He gave his address as "Post Office Box 67, Madison Square Station" and as his temporary home address, "Martinique Hotel c/o [REDACTED]"

The term of the lease was to run from December 1, 1940 to April 30, 1942, at an annual rental of \$360.00. The security deposited was one month's rent. The nature of the business was given as Technical Research and Diesel Engines.

He signed the lease for these premises, and paid the first month's rent plus the deposit, a total of \$60.00. The money used for setting up this office was taken from funds on hand, which were sent to him by the German authorities.

He was given by Agent Ellsworth \$200, \$100 of which was the remains of the money which he originally brought over from Germany, and \$100 from the money which was brought over by ERICH STRUNCK. From this he paid \$60 rent, and used \$70 to purchase furniture for the office.

The additional amount he kept for other necessary expenses in equipping his office, which included the installation of electrical fixtures in the office, etc.

Receipts for said expenditures --

(Exhibit 1A3-387.
Q 310).

On December 2, 1940, the furniture was moved into the office, on the front door of which he had had the name "WILLIAM G. SEBOLD, Diesel Eng." painted.

SEBOLD will further testify that he authorized the Federal Bureau of Investigation Agents to do anything that they might desire with respect to determining what transpired from then on within his office.

65-1819

He will testify from his notes

(Exhibit 1A3-18)

that he went to the corner of Gold and Fulton Streets, at about 4:50 P.M. and stood around that vicinity until about 5:10 P.M. He then walked down Fulton Street to the corner of South Street, where he stood outside, at about 92 South Street until about 5:15 P.M. when DUQUESNE suddenly appeared. They went into the restaurant and sat at a table in front of the place. He gave Duquesne a copy of German Radio Message, #57, dated November 13, 1940, which reads,

"Ask Dunn for more details type of Brewster plane, time and place of delivery".

(Exhibit 1A3-403)

He also gave Duquesne Messages #61 and #62, reading

"
November 20. Tell Dunn not to give newspaper reports etc."

"
No. 62. November 21. Have Dunn try to hire the following people said to be o.k. [REDACTED]
etc."

b7c

(Exhibit 1A3-404).

He also handed DUQUESNE \$300 which money was turned over to him by Agent Ellsworth and which had been taken from money brought over by ERICH STRUNCK on October 29, 1940. He made a list of this money and it consisted of four \$50 bills, two \$10 bills, fourteen \$5 bills, and ten \$1 bills. The serial numbers of the bills were noted by himself.

This was as instructed in Radio Message #56, received from Germany on November 11, which read,

"
\$300 for Wilmington O.K."

Duquesne signed the receipt written out by him, SEBOLD, reading as follows:-

65-1819

November 22. Received 300 pamphlets from H. S. to Dunn."

(Exhibit #143-387)
(Q 310).

He then asked Duquesne what he intended to do about going to Germany and South Africa. Duquesne said that he was afraid to go there because he would be probably put up against the wall and shot because everyone knew his picture in South Africa. He said he thinks the United States is going to the war because the U. S. Army and Navy had ordered 100,000 tourniquets made out of rubber. He also said that he would have to dissolve his business, which involved hundreds of stock holders.

He suggested to DUQUESNE that he should immediately contact the three individuals named in Message #62, as the other side expected a prompt reply. Duquesne said that he would do this. Duquesne also said that he had been watching for him, SEBOLD, at the mail box but had not been able to meet him there. He then asked him when he calls for his mail. He told him any time between 7 A.M. and 5 P.M.

Duquesne then cross-examined him on how he could have so many mail boxes, stating that references have to be given to get these boxes. He told Duquesne that he had a good local reputation as a Diesel motor technician and that he could give any number of good references; that he had no trouble whatever in getting the mail boxes. He suggested to DUQUESNE that he could also get a mail box if he wanted one but Duquesne said he was too well known. He then gave Duquesne the new mail box number, 67, Madison Square Station.

DUQUESNE wanted to know how he made his other contacts and he told him that he, Duquesne, was the only one with whom he had any trouble; that all of his other contacts meet him on a regular basis at a designated place and that he did not have to have a lot of correspondence trying to get in touch with them. He told Duquesne there could be no evidence against him with the other contacts as he did not have to write anything. Duquesne then said that he would write to him as soon as he had some information; that he would send a radio pamphlet, and that he, SEBOLD, should examine the inside of the envelope. If there was no writing visible on the envelope he should immerse it in water. He said that after the next meeting they would arrange to meet every Wednesday at 5:00 P.M. at the VAN EXEN RESTAURANT on Gold Street.

(S. 4065 - P. 5.)

65-1819

He will further testify from his notes

(Exhibit 1A15-17)

b7c [that he went to Zum Schwarzen Adler restaurant in New York City at about 9 P.M. where he met SIEGLER. Siegler said that he had no news; that STIGLER could not show up as he was being followed by two men. He then asked Siegler "how come" and Siegler said that on board the S.S. AMERICA there was [redacted] by the name of [redacted] or some similar name, possibly [redacted] that a brother of this man is a "big shot" in the Nazi Party; that [redacted] frequently gets drunk and talks a great deal; that there is also on the boat a woman hairdresser who is a Spanish Communist and that she reports news to the English Consul. Stigler thought that maybe [redacted] said something about him, and the hair dresser reported him to the British. Siegler stated that he had learned all this through the Master of Arms on the ship. He stated that the Master of Arms, whose name he did not give, has a yellow discharge paper from the Army.

[He then warned SIEGLER to watch out for this woman hair dresser. When they arrived STIGLER had two letters which he was going to give to Strunck to take to [redacted] but when he found out he was being followed he tore up the letters. They only talked for a few minutes. He gave SIEGLER the new post office box, #67, Madison Square Station. Siegler said he would write to him the next time he arrived in New York.

November 23,
1940.

He will testify that with Agent Ellsworth he wrote out and they encoded Message #110:-

" Carr has learned positively that USA has not delivered any planes to South African Union, Iran, etc. Planes only delivered in USA or its possessions. Says Sperry plant in Coventry was bombed. Sperry plant here is working full speed on the new bomb sight for England. Says current newspaper reports that England is being furnished old bomb sight are false."

65-1819

Message No. 111. Your message number sixty one. I could not reach Dunn for twelve days to give him your reports. I have a new contact named [REDACTED] More particulars with Max in Letter sixteen. Dunn Carr and I are the only ones who seek your information. It is presently very difficult to get the right kind of information. Do you perhaps someone else who could help us?

These messages were turned over to Agent [REDACTED] for transmission to Station AOR, Germany.

(S. 4046 - P. 16 and 22).

He will testify from his notes

(Exhibit 1A26-1)

that he telephoned to MEZENEN at 9 A.M. at his apartment for an appointment, and made an appointment to see him at his apartment between 5 and 6 P.M. that night. He went to Mezenen's apartment, the CAMBRIDGE COURT APARTMENTS, in Flushing, L.I. and turned over to him microphotographs of articles appearing in the American Legion Weekly, entitled

"Is Fritz Duquesne Alive?" and
"Fritz Duquesne, The Sequel"

written by ARTHUR POUND. These articles appeared respectively in the July 31, 1925 and October 2, 1925 issues of the AMERICAN LEGION WEEKLY.

He also gave Mezenen microphotographs of the U. S. Navy Schedule #3681, Ships, for which bids were opened November 1, 1940, together with microphotographs of the two handprinted pages, listing shipbuilders in the United States and the types of ships they were building which material had been given to him by Leo Waalen on November 11, 1940.

(Exhibits 1A3-374, 375,
1A31-15).

65-1819

November 25,
1940.

He will further testify from his notes

(Exhibit 1A26-1)

that he telephoned to MEZENEN and made an appointment to see him between 5 and 6 P.M., at the CAMBRIDGE COURT APARTMENTS.

He went to the Apartments, arriving at about 5 P.M. and handed him coded letter #18 regarding Duquesne, which read as follows:

"

I saw Dunn yesterday. Is very difficult to see this man. It often takes as much as weeks in spite of repeated letters and telegrams. He always says the DIES people are following him, which I doubt. I gave him \$200.00 twelve days ago, and \$300.00 yesterday. Now he will go to Wilmington and get the gas shell. I told him that he should also visit the new contacts. Regarding the Africa situation, he remained in a negative position. He said he must first dissolve his business which has hundreds of stockholders. Then he is afraid that in Africa he will be set up against the wall. I have the feeling that Dunn is just a dud."

(Exhibit 1A3 - 401)

(S. 4153 - P. 8)

MEZENEN told him that he had tried to convert the Spanish steward to this "game" as requested by [redacted] and that he had told the steward that all he had to do was to take some letters out of Lisbon to avoid censorship, however, the man refused to have anything to do with this activity. b7C

MEZENEN told him, SEBOLD, that this would be a quick trip and that he should be back in about five days. He said that he would send him a letter upon his return. He gave Mezenen his new address, Post Office Box 67, Madison Square Station.

November 26,
1940.

He will testify that with Agent Ellisworth he wrote out and they encoded Message #115 which read as follows:-

65-1819

"
Message No. 115.

Your Message six two. In what state in the south or north do you want radio station put up. Do you have anyone there in mind who could be used."

"
Message 116.

██████ reports one one eight Allison engines delivered to plane manufacturers up to July 31, 1940. Four for P38. One for P39. One one three for P40."

These coded messages were turned over to Agent ██████ for transmission to Station AOR.

(S. 4046 - P. 24 and 25).

He will testify from his notes

(Exhibit 1A13 - 22)

that he took the Long Island train to Baldwin, L.I., arriving about 8 P.M. and observed ROEDER parked alongside of the station in his Buick sedan automobile. After climbing into Roeder's car, Roeder drove through the station and parked across the tracks near it.

ROEDER immediately asked him if he had any news. He told him that there was nothing new. Roeder then said that he wanted more money before Christmas so that he would have something to use for Christmas money. Roeder handed him a typewritten page, which is as follows:

(S. 4624 - P. 4)

65-1819

SPECIFICATIONS xxx DOUGLAS B-19

Wing Spread	219 Ft.
Length of Fuselage	132 Ft.
Height to top of rudder	42 Ft. 9 in.
Horizontal Stabilizer	61 Ft.
Main Wheels, diameter	8 Ft. 4 in.
Nose Wheel, diameter	4 Ft. 6 in.
Weight empty	83,253 pounds
Normal Gross Weight	140,000 pounds
Maximum Gross Weight	164,000 pounds
Maximum Speed	210 Miles per Hour
Cruising Speed	186 Miles Per Hour
Landing Speed	69 Miles Per Hour
Service Ceiling	22,000 Feet
Fuel Capacity	11,000 Gallons
Engines	4
Type	Wright Duplex Cyclone
Power	2,000 Horsepower, each engine
Bomb Capacity	36,000 pounds
Total Load Capacity	56,000 pounds
Total Range	7,500 miles
.50 cal. guns	16
Ammunition	11,000 rounds
.30 cal. guns	none
37 mm guns	4
Ammunition	3,000 rounds
Fire control	New type director system for both .50 and 37 mm
Bomb Sight	Sperry Q-1
xxxxxxxxxxxx	Vital parts and tanks. Sufficient to turn .50 cal. bullets. Vulnerable to 37 mm or larger."

(Exhibit 1A13-142)

65-1219

ROEDER was very downcast and stated that a next door neighbor friend of his had died. He had very little to say except to talk about death. He said that the doctor had warned him about his smoking and eating and drinking habits.

ROEDER also stated that the NORDEN bomb sight was not very good; that the newspaper stories "playing it up" were untrue; that the "real thing" is the SPERRY bomb sight. He said that the Germans have had the NORDEN bomb sight for two years but that they probably have never used it unless they made improvements on it.

They agreed to meet the following Tuesday and he got the next train back to New York.

November 27,
1940.

He will testify that with Agent Ellsworth he wrote out Message #118 which was encoded and turned over to Agent [REDACTED] for transmission to Station AOR, Germany. This message read:-

"

b7C [REDACTED] reports plane deliveries. P38 August naught. September one. October one. P39 August three. September four. October six. P40 August four nine. September five nine. October two six."

L Agent [REDACTED] turned over to them two coded messages which he stated were received from Station AOR, Germany. These messages, when decoded and translated, were as follows:

"Message No. 63. Maine and Florida if possible. Have no one in particular. Perhaps one of name I sent you or one of their friends."

65-1819

"

Message No. 64.

Try to approach Ed. Von Gontard, Vice President of Annhaeuser-Busch, St. Louis. Friend of [REDACTED]

b7C [REDACTED] Greetings from [REDACTED] -Gontard said to be very pro-German. We have had no contact with him. For your information [REDACTED] German war flyer. Present address [REDACTED] "

(S. 4296 - P. 4)

November 28,
1940.

He will testify that he received, addressed to himself, at Box 334, General Post Office, a letter postmarked New York, November 28, 1940. This letter is in German, and when translated, reads as follows:

"

S.S. SAMARIA and WESTERN PRINCE have large and important cargo. Among other things, airplanes packed in boxes, cut steel, oil and benzine in barrels, copper bars, and food. Leave here for England on November 29. Two English freighters, four thousand tons, camouflaged, armed, cargo of scrap iron and large boxes, possibly containing tractors and anti-aircraft guns, lie on pier ready for departure. Several days ago English ship BELLERAPTON sailed. In docks for repairs are the Norwegian BISCAYA and FERNWOOD, as well as the English tanker, AGNITA, the former not, and the latter is equipped with two cannon aft. Dutch freighter NETI and Panama ship, EUREKA, departed with suspicious cargo. Could not learn destination but possibly England."

(S. 4403 - P. 3)

(Exhibit 1A6-26 and 27,

Q331 and 332.) b7C

He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which he stated was received from Station ACR. This message, when decoded and translated, read as follows:-

65-1819

"
 Message No. 65.

Beginning January first nineteen forty one after completion of traffic with us a station with call letters Gustav Bruno Otto (GBO) on 14350 kc. will try to get in communication with you. On the next day please relay the messages to us unchanged. Identification sign will begin after Victor Victor Victor Heinz Heinz Heinz."

November 29,
 1940.

That with Agent Ellsworth he wrote out and they encoded Message No. 121, which read as follows:

"
 Your Message six three. I have no contacts now in Maine or Florida but have old friend in California who knows radio and might work for us. He would probably want money to set up and operate radio and probably would not leave California. Would you want radio there and should I arrange to see my friend. Man in Michigan who knows radio has been referred to me. Should I try to contact him for setting up radio."

(S.4296-P.11)

This message was turned over to Agent [redacted] for transmission to Station ACR.

November 30,
 1940.

He will further testify that on November 30, 1940 with the assistance of Agent Ellsworth he typed out and mailed the following letter to Mr. EDWARD VON GONTARD, Vice-President, Anheuser Busch Co., St. Louis, Missouri.

(S. 4869 - P. 34).
 (Exhibit 1438 - 1)

65-1819

New York City
November 30, 1940

Mr. Ed. Von Gontard.
Vice President, Annhaeuser-Busch Co.
St. Louis, Mo.

Dear Mr. Gontard:

I have been in contact with some of your acquaintances and particularly bring you greetings from [REDACTED]. Do you expect to be in the vicinity of New York in the near future so that we could meet in person and talk over our acquaintances?

They suggested that I should communicate with you so that if you are interested in assisting in their activities, we can get together. If you are interested, write me care of Post Office Box 67, Madison Square Station, New York City.

Cordially yours,

/s/ Harry Sawyer."

December 1,
1940.

He will testify that Agent Ellsworth exhibited to him three messages which he stated were received from Germany in code by Agent [REDACTED]. These messages when decoded, and translated, read as follows:

"
Message No. 66. Tell Jimmy to send couple of tooth business letters by clipper to his friend [REDACTED]. Send some yourself. Address [REDACTED] care [REDACTED] Hungary, Iran, Yitca two five. "

"Message No. 67. Name of city in Hungary is Budapest."

"Message No. 68. Please begin communicating at 9 A.M. starting tomorrow. Conditions at 11:00 AM too poor."

(S. 4206 - P. 16 and 17).

65-1319

b7C

December 3, 1940 He will testify that Agent [redacted] turned over to Agent Ellsworth and himself coded message which he stated was received from Station AOR, Germany. This message, when decoded and translated read as follows:-

"

Do not use cover address Sao Paulo any more because of American letter censor."

(S. 4296 - P. 21)

Further, that he wrote out and they encoded the following messages to be sent to Station AOR:-

"

Message No. 127.

Fink writes SS Samaria and Western Prince have a large and important cargo - among other things airplanes packed in boxes, quality steel, oil and benzine in barrels, copper bars, foodstuffs. Have sailed for England. Two English freighters, 4000 tons, camouflaged, armed, cargo, scrap iron and large boxes possibly containing tractors or anti-aircraft guns, lie at the dock ready to sail. The English ship Bellerapfon sailed a few days ago. In the docks for - - -"

"

Message No. 128.

Continuation - repairs lie the Norwegian ships Biscaya and Fernwood, as well as the tanker Agnita - first two not, latter is armed with two cannons astern. Dutch freighter Neti and Panama Ship Eureka have loaded suspiciously and sailed. Could not determine where to but presume England."

(S. 4296 - P. 24 and 26)

He will testify from his notes

(Exhibit 1A13 - 22)

that he caught the Long Island train to the Baldwin, I.I. station, arriving about 8 P.M. where he observed ROLLER parked in his automobile along-side of the station. He drove out of the station and around, and then back and parked at the foot of Marion Place near the railroad tracks.

65-1819

ROEDER had nothing particular to say except that he would give him some information on the Grumman production scale the next time they met; that he had been trying to get in touch with the Vice-President of that concern from whom he would try to learn something. He said that his style is being "cramped" considerably because the SPERRY COMPANY has transferred him to Garden City, where there is very little to be seen.

He again stated that he wanted more money before Christmas.

He told ROEDER that he had now gone into business for himself in the Diesel Engine line. Roeder did not seem to have much to say about the business venture. He gave him his new office address, however, in case he ever wanted to visit it. Roeder said he would mail him some Technical Catalogues to decorate the office with.

They agreed to meet again the next Tuesday night, December 10, 1940, at the same place. He got the next train back to New York.

(S. 4624 - P. 6)

December 4,
1940.

He will testify that in response to Radio Message No. 66, received from Germany on November 29th, which requested that a test letter be sent through [REDACTED] that with the assistance of Agent Ellsworth he wrote out the following letter:

"

December 4, 1940

[REDACTED] Iran, Yitca
25 Budapest, Hungary

Dear Sir:

Received your letter about your chances of going into the dental business here. My friends tell me there is a shortage of good dentists in Brooklyn. You can make 1800 dollars to start with. Hoping this is the information you want.

I am very truly yours,

/s/ Harry Sawyer."

This letter was mailed the same day, and was addressed to [REDACTED] Iran, Ylutica 25, Budapest, Hungary.

(S. 4983 - P 5.)

December
5, 1940

b7C He will testify that he called at the CHASE NATIONAL BANK, Pine and Nassau Streets, New York City, and inquired as to whether there was any activity in his bank account. The teller handed him a Notice of Credit from the Foreign Department, which was made out to himself as WILLIAM G. SEBOLD, and dated at New York, December 2, 1940 and states:

"We have credited your account today five thousand dollars to the debit of the account indicated below as per instructions from them dated December 2, 1940, 34601, for account of order [REDACTED] Mexico City, Mexico, Banco De Mexico, S. A., Mexico, D. F. Mexico."

(Exhibit 1A16 -45 and 48.)

He will also exhibit his bank book showing a deposit of five thousand dollars in his account as of that date.

He will further testify that he received a letter from ERICH STRUNCK, postmarked at New York City, December 4, 1940 and addressed to himself as HARRY SAWYER at Box 334, General Post Office. This letter read as follows:

" Dear Harry,

Meet you Thursday December 5 at 7 P.M."

(Exhibit 1A23-25
Q333 and 334.)

From his notes,

(Exhibit 1A23-5)

he will testify that he went to the restaurant, ZUM SCHWARZEN ADLER, between 86th and 87th Streets, Second Avenue, arriving about 7 P.M. and found SIEGLER and STRUNCK waiting for him. Siegler had accidentally "run across" STRUNCK and had come to the restaurant with him.

65-1819

SIEGLER said that he had written him, SEBOLD, a letter to meet him the following night, Friday, but that since he had come that day, it would not be necessary to see him the next night. He said that STIGLER would not come because he had been followed again, and someone had been following him on their last entire trip on the S.S. AMERICA.

b7C

STRUNCK said that [REDACTED] was not in when he arrived in Lisbon; that he had been on leave for about fourteen days to Germany. Strunck said that, however, he gave the materials to some other man, a German, who lives at the same hotel (Duos Nacoes, Lisbon, Portugal), and STRUNCK gave him a business card from the said hotel, which shows the following information:-

"

Lisbon (Portugal)

Grande Hotel Duas Nacoes
(Two Nations)

Rua Auguste & Rua Da Victoria, 41.

Teleg. 2 0410 & 2 9444

Telgr. Address Duasnacoes

Good family hotel - central location

Complete Good cooking - Comfortable rooms
with running water

Elevator

Pension From Exc. 40.00 to Esc. 50.00

Special Arrangements for families.

English spoken. Man Spricht Deutsch.

Se Habla Espanol.

"

(Exhibit 1423427
Q337.)

65-1819

He did not mention the man's name. STRUNCK said that he had received nothing for his services, and that he would like to get some Christmas money. SIEGLER said that he had the telephone number and pass word for the man known as HEUBNER. However, he forgot to bring it along with him. He, SEBOLD, asked him to mail to him at his earliest convenience.

SIEGLER said that the S.S. AMERICA was going on a San Francisco run starting January 29, 1941. He told SIEGLER that he would notify the other side, and ascertain if they wanted to furnish any instructions for him; that there might be business to be transacted on the West Coast.

He handed STRUNCK the following materials which Strunck said he would take to Lisbon.

65-1819

1. Original blueprint entitled, "Flightroy", from the Sperry Gyroscope Company, Inc., which was drawn by [REDACTED] informant by EVERETT M. ROEDER on November 4, 1940, for transmittal to Germany. The Bureau has cleared this material for transmittal. Two photostatic copies have been furnished to the Bureau by letter, and two copies are being retained in the files of the New York office.
2. Microphotograph of typed sheet containing specifications of Douglas B-19, originally received from ROEDER on November 26, 1940.
3. Microphotograph of newspaper clipping, undated, bearing the headline, "Sperry Plane Makes Secret Canada Flight." The clipping was received from ROEDER on November 4, 1940.
4. Microphotographs of newspaper, "AIR ASSOCIATES EXTRA", issued at Bendix Airport, October 15, 1940, received from DUQUESNE by letter, November 19, 1940. The original is being sent to the laboratory.
5. Microphotograph of a newspaper clipping containing a speech of Ambassador JOSEPH P. KENNEDY, appearing in the NEW YORK JOURNAL-AMERICAN, November 11, 1940, received from DUQUESNE, November 20, 1940, by mail.
6. Microphotographs of U. S. Patent No. 2,215,209, regarding "Frost Resistant Glass", and No. 2,215,365 concerning, "Television Plant." The original patents were received from Duquesne November 18, 1940, by mail.
7. Microphotograph of informant's coded letter No. 19, dated December 3, 1940.
8. Fourteen microphotographs of materials furnished by the Bureau in its letter of November 7, 1940, said materials having come from the War Department.

65-1819

- "
9. Original CANADIAN AVIATION MAGAZINE for October 1940, received from DUQUESNE by mail, November 13, 1940 and the name "Dun" appears printed in pencil on page 17.
 10. Original copy of the DU PONT MAGAZINE for October 1940. It was received from DUQUESNE in the same envelope containing Item No. 9 on November 13, 1940. On Page 8, the following writing appears: "Important in agricultural economy. Dun."

(S. 4403 - P. 5)
(Exhibits 1A13-144
and 146; 1A3-370,
371, 392 and 398;
1A23-30 and 35).

65-1819

December 6,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER at Box 67, Madison Square Station, on the stationery of the Hotel Ambos Mundos, Habana, Cuba, postmarked Habana, December 2, 1940, which contained a note, reading,

"

Dear Harry,

See you Friday Nov. 6. 9 P.M. Regards, Er."

(Exhibit 1A14-64,
Q321 and 322).

(S. 4403 - P. 9).

December 7,
1940.

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message, which he stated had been received from Station AOR, Germany.

"

Message No. 70.

Please advise what you have sent by way of Sao Paolo."

That with Agent Ellsworth he wrote out, and they encoded the following messages for transmission to Germany:

"

Message No. 133.

I mailed copy of coded letter 15 October 24 via Sao Paolo otherwise I have sent nothing for long time."

"

Message No. 134.

Aufzug and Metzger have nothing new. End of January both go to San Francisco. Have you any instructions for them. I am sending materials with Knorke [REDACTED] Knorke hopes for some Xmas money [REDACTED] Carr also wants money before Xmas. I have not heard from Dunn since the last payment."

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These messages were turned over to Agent [REDACTED]
for transmittal to Station AOR.

(S. 4296 - P. 33 and 34)

December 9,
1940.

He will testify that he received a letter postmarked New York, December 6, 1940, addressed to the Madison Square Station, Box 67, on U. S. Lines stationery. The note contained the following:

"

Kar Reupert
AC - 2 - 0686
Gruss vom [REDACTED]
[REDACTED] aus Bremen"

(Greetings from [REDACTED] of Bremen).

(Exhibit 1A14-66
Q238 and 239)
(S. 4403 - P. 9)

He will testify that he telephoned RENE MEZENEN at his apartment and made an appointment for him to come to his, SEBOLD'S, office, Room 627 at 152 West 42nd Street, New York City, between 5 and 6 P.M. on the following evening, December 10th.

He will testify that Agent Ellsworth exhibited to him Message No. 71 which he stated was received in code from Agent [REDACTED] as having been received from Station AOR. This message read:

" Message No. 71.

Try to contact friends in California and Michigan. Engage them to work for you getting information about air and armament industries according to your orders. To speed up reports you can arrange radio contact with them."

(S. 4479 - P. 3)

65-1819

December 10,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER at Box 334, General Post Office, postmarked Monday, December 9, 1940, which read as follows:-

"

New York, December 9, 1940

Mr. Harry Sawyer,
General Post Office,
Box 334,
N.Y. City.

Tomorrow 8 P.M. December 10. Adler. Leo".

(Exhibit 1A31-16
Q360 and 361.)

That in that he had an appointment with ROEDER for that night, and did not know where to reach WAALEN to postpone the date, he sent a telegram to ROEDER to his home, 210 Smith Street, Merrick, Long Island, New York, which read as follows:

"

PLEASE SEE ME AT MY OFFICE DECEMBER ELEVENTH SEVEN
PM BILL"

(S. 4624 - P. 7)

He will testify from his notes

(Exhibit 1A26-1)

b7C that at about 5:45 P.M. MEZENEN came to his, Sebold's, office, Room 627, 152 West 42nd Street, and during the conversation Mezenen stated that he had had bad luck on his last trip inasmuch as he did not see [REDACTED]. He said he gave the materials to an employee at the Hotel Duas Raccoes who is also in this business. Mezenen did not mention his name. Mezenen said that when he returned to New York he found a letter addressed to him in his company mail box. The letter was from [REDACTED] and said that he, [REDACTED] had to leave for Germany for about eight days.

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MEZENEN was very angry about this letter because [REDACTED] b7C
freely mentioned names in the letter. Mezenen said that if the English
ever got hold of that letter he would be hung.

He gave Mezenen his new telephone number, ERYant 9-1609, and
told him to call him up between 2 and 5 P.M. when he could see him again.
He said he would not leave for Portugal again for about a week.

(S. 4869 - P. 13)

He will further testify from his notes

(Exhibit 1A31-3)

that at about 8:25 P.M. he met LEO WAALEN at the restaurant, ZUM SCHWARZEN
ADLER. Waalen said that he did not have very much. He handed him, Sebold,
a three page typewritten list of shipbuilding and motor works in the United
States, together with ships they were building. This list is as follows:-

"

The General Engineering u. Dry Dock Co. of Alameda Calif. has been awarded
a contract totaling \$ 6,720,000 by the U.S. Navy for the construction of
4 mine sweepers.

The company also has under construction 4 net tenders at a total cost of
\$ 2, 036,000

The Defoe Boat u. Motor Works, of Bay City, Mich.

4 220 feet mine sweepers. The cost of each ship according to their bid
will be \$ 1,577,500

The Navy Department, Bureau of Supplies and Accounts is converting the
Yacht Orion for Navy use built 1929 (Germany) 306 feet length

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"

Yachts wanted by Navy

Yachts convertible to submarine chasers would be most in demand.

Such vessels would have to be 60 to 175 feet in length and make a speed of 15 knots. They would have to be so designed as to permit mounting of small armament and depthcharge racks.

Federal Shipbuilding and Dry Dock Comp. Kearny, N. J.

Two more torpedo-boat destroyers launched, the U.S.S. Edison and the U.S.S. Ericsson Keels laid March 18, 1940.

Lake Washington Ship Yards Houghton, Wash.

Net Tenders Ordered by U. S. Defense Commission

Luders Marine Construction Co. Stamford, Conn.

5 all welded Naval Tugs 65 feet equipped with a Cooper Bessemer Diesel

5 of the 25 Sub. chasers build by Elco Byone N. J. completed double plank keel boats

Robins Dry Dock Co. Brooklyn N.Y. Repairing U.S.A. T. (United States Army Transport) Edenton

65-1819

"

Penn Jersey Shipbuilding Corp. Camden, N.J. [REDACTED]

3 500foot patrol launches for Panama Canal Diesel Motors

Equitable Equipment Co. NewOrleans, La. 135-ton Tugboat 75 feet length
23 foot beam 10 feet 4 inches depth 600 horsepower Diesel

Electric Boat Co. Groton, Conn. (New London Ship and Engine Works)

Officers - [REDACTED]

Yard Officials - [REDACTED]

Battes : [REDACTED]

Fitting-out Supperintendent, [REDACTED]

3 Submarines SS206 Gar, keel laid Dec. 27. 1939. Launched Oct. 31 1940.

SS207 Grampus and SS208 Grayback. U.S. Navy \$ 2,937,000

1 " Mackerel keel laid Oct. 6. 1939. Launched Sept. 28. 1940. \$ 2,797,000

3 2 SS212 Gato " " 5 1940 SS213 Greenling, SS214 Grouper

13 " SS215Growler, SS216 Grunion, SS217 Guardfish, SS218 Albacore,
SS219 Amberjack, SS220 Barb, SS221 Blackfish, SS222 Bluefish,
SS223 Bonefish, SS224 Cod, SS225 Cero, SS226 Corvina, SS227
Darter.

For U.S. Navy. Total cost \$ 2,795,000 each.

25 "

Also to be build SS240 to SS264

3 Motor Torpedo Boats wooden hull 59' 1 For U.S. Navy. Cost \$ 51,612 each.
By Fisher Boat Works, Detroit, Mich. Nov. 4, 1940.

65-1819

"

From the Black Diamont Steamship Co. Weehawken, New Jersey
to Cunard Withe Star, Ltd. Liverpool England

Name	build in	gross tons	net tons	length	speed
------	----------	------------	----------	--------	-------

B

Black Gull	1919 Hog Island	5,029	3,124	392 feet	13 knots
" Eagle	1920 " "	5,060	3,123	392 "	13"
" Falcon	1918 " "	5,049	3,114	392 "	13"
" Hawk	1919 " "	4,988	3,085	392 "	13"
" Heron	1918 " "	4,926	3,051	392 "	13"
" Tern	1919 " "	5,032	3,130	392 "	13"

to The Carn Line of Steamships Ltd. Newcastle on Tyne, England

" Conder (ex Ala)	1921 Harriman	5,358	3,386	400 "	12"
" Osprey (West Arrow)	1918 Seattle	5,589	3,513	409	11 1/2"

Under Construction

Gulf Shipbuilding Corp. Chickasaw, Ala.

4 Destroyers for U.S. Navy.

Higgins Industries, Inc. New Orleans, La.

3 Motor Torpedo Boats 81 feet Triple Screw

2 " " " 70 " " "

~ Surf Landing Boats 30 "

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Miami Shipbuilding Corp. Florida.

8 high speed off-shore patrol boats

City of Newport News sold to the Navy being converted into a troop transport. The ship will be renamed the U.S.S. Fuller

"
(S. 4761 - P.4)

He will further testify that WAALEN handed him a clipping from a magazine, consisting of a photograph and caption concerning a water wasp of the U. S. Navy, number PT10; also a schedule, number 1097, STANDARD GOVERNMENT FORM OF INVITATION FOR BIDS issued by the War Department, United States Engineer Office, New York District, November 15, 1940.

He also stated that he had recently seen FEHSE again and that FEHSE was working in a downtown restaurant, and holding his job all right. He said that Fehse wanted to see him, SEBOLD, in the near future.

WAALEN also said that he wanted to see him again in about three or four days. He gave Waalen the new post office box number, 67, Madison Square Station.

(S. 4761 - P.4)
(Exhibits 1A31-20, 21 and 22,
Q372, 373 and 374.)

65-1819

"
Do not use cover address Sao Paulo
any more because of American letter
censor."

29th:

He also gave him German Message #66 received November

"
Tell Jimmy to send a couple of tooth business
letters by clipper to his friend [REDACTED]
Address [REDACTED]
b7C Budapest, Hungary, Iran Yutica 25."

He asked DUQUESNE about German Message #60, received November 19th, concerning the new armored plates of the U. S. Steel Rubber Company. Duquesne said that he had sent information about this, as well as samples of the plates, with rubber attached, a long time ago on the S.S. BREMEN.

He then asked DUQUESNE if he had made the new contacts as requested by the German authorities. He said he had not contacted these people but that he made a lot of investigation through Washington, and found out that one of them was a famous sportsman and that on top of this he would not like to go to jail. He said he did not think it was worth while to contact these people. He suggested to Duquesne that the German authorities had not asked him to investigate the people but had asked him to contact them to see if they were willing to work, and that he Duquesne should do as asked. Duquesne said that he would try to contact them in the near future. Duquesne then said that he would give him a lesson in Arson and said that if he ever wanted to commit Arson in a plane factory or some such place he should conceal some phosphorus in chewing gum, and then stick the gum on the coat of some executive or person going into the plant or on to a lunch box or any other material being carried into the plant. He said that the best time to do this was during a lunch hour or on a holiday. He said that the phosphorus will thus be carried into the plant, and after a few hours, will burst into flames and set the building on fire.

He further stated that he used to be a Sabotage instructor in Argentina and that at his next meeting he would tell him some more of his tricks.

65-1819

They arranged to meet the following Wednesday at the same time and place.

(S. 4983 - P. 6)

SEBOLD will testify from his notes

(Exhibit 1A13-22)

that ROEDER telephoned to him at his office in the evening, and advised that he would be late. He arrived at his, Sebald's, office, Room 627, 152 West 42nd Street, at about 8:15 P.M. He asked if there was any news. He told him that there was none. ROEDER said that he had not been able to obtain information about production in the various airplane factories, including GRUMMAN'S, or about the rubberized steel plates, as requested by the other side.

He produced a document entitled, "Quadrantal Error" which he said was to be sent over to the other side.

(Exhibit 1A13 - 154).

He talked with ROEDER a great deal about his office and then he produced a copy of the FORTUNE MAGAZINE

(Exhibit 1A13-157)

which contained a write-up of the GRIESEL or RUMRICH case. They then discussed this case and Roeder read the article.

He asked ROEDER what had happened to the building superintendent on Riverside Drive, meaning MARTIN SCHADE. Roeder said that the man was "down and out" and that he had not seen him for two and one-half years. He then asked Roeder how he got involved in this business, and Roeder said that this building superintendent referred him to Germany, and was the man who gave him the money to make the trip to Germany; that this man was his first contact in the United States.

Roeder claimed not to recognize any of the photographs in the FORTUNE MAGAZINE of purported spies and fifth columnists. Before leaving, Roeder reminded him that he would like to have some money before Christmas. They agreed to meet the following Wednesday in Baldwin, L. I.

(S. 4624 - P. 7).

65-1819

December 12,
1940.

b7C

He will testify that Agent Ellsworth exhibited to him Message #72, which he stated had been received from Station AOR by Agent [REDACTED]. This Message read as follows:

" Message No. 72.

Please only give weather reports on the 10th, 20th 30th of every month. "

(S. 4479 - P. 8)

December 13,
1940.

He will testify that he received, addressed to himself as HARRY SAWYER, at Post Office Box 67, Madison Square Station, a package containing the diaphragm, including air intake and air outlet, of a gas mask. The name "Dunn" was scratched into the material.

(Exhibit 1A3-419 and 421
photograph; Q362).
(S. 4983 - P. 9)

December 14,
1940.

He will further testify that he received another package addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, New York City. This package contained the November 1940 issue of CANADIAN AVIATION MAGAZINE and eight issues of a publication entitled "AERONAUTICS" an authoritative work dealing with the theory and practice of flying, Editor, DON RYAN MOCKLER, published by the National Aeronautics Council, Inc., Dunellen, N.J., executive and editorial offices, 37 West 47th Street, New York, N.Y. The issues are numbered one to eight. The issues, 1 to 6, inclusive are marked Volume 1; issues 7 and 8 are marked Volume 2. The publication covers 1,028 lectures on Aviation, serialized in 54 weekly issues.

(Exhibits 1A3-423 and 425
photographs Q363)

He will further testify that he received a letter from LEO WAALLEN addressed to himself as MR. HARRY SAWYER, Box 67, Madison Square Station, New York City, which letter read:-

"

New York, December 13, 1940

Tomorrow December 14 o P.M. Lee."

(Exhibit 1A31-18,
Q350 and 351.)

As it was desired to have WAALEN come to his office, he sent him a telegram, addressed to his residence, 1530 Second Avenue, New York City, requesting that he should come to his, SEBOLD'S office on December 16, 1940 at 7 P.M.

b7C He will further testify that he called the number UNION 7-9694, and asked for REUPER. Reuper came to the telephone; He gave him the pass word, "Gruss, von [REDACTED] aus Bremen" (Greetings from [REDACTED] of Bremen). REUPER appeared to be excited over hearing the password and wanted to know if he had to come to see him, SEBOLD, immediately; that is, that evening, which was Saturday. He said it would be very difficult to come on Saturday but he could come on Monday night, so he, therefore, asked him to come to his office, Room 627, 152 West 42nd Street, New York City.

(S. 4403 - P 11)

Dec. 16,
1940

He will testify from his notes

(Exhibit 1A31-3)

b7C that LEO WAALEN came to his office, Room 627, 152 West 42nd Street, New York City, at about 6:45 P.M. Waalen said he did not have anything himself this time, however, WAALEN handed him an envelope addressed to HERRN A. GERHOFF, [REDACTED] COMMANDIT GESELLSCHAFT, Hamburg 8, Stoeckelhoera 11, as follows:

"

1. A note in German translated reading as follows:

"

December 14, 1940.

Otherwise all is in order. Surveillances have stopped. A personal letter follows. Best regards.

Yink."

65-1819

2.

An item in German which WAALLEN said was given to FEHSE by a girl who is connected with the German Consulate (possibly ELSE WEUSTENFELD.)

"The following was furnished to the German Consul General:

One [REDACTED] for the sales agency of the Kings Feature Syndicate (picture service) in Berlin which branch is supposed to still be in existence there, claims to have received a cable from an employee that his presence is very necessary there. The branch there appears to be one of the worst spy centers.

Basis: [REDACTED] personally has sent Jewish refugees here at his own expense and has personally offered trusted persons falsified citizenship papers and on request, forged passports. This also seems to be the main distributing place for such papers. Indications would warrant the conclusion that several of the Berlin employees work for the English."

3.

A note in German, which apparently was written by FEHSE:

December 12, 1940.

In New York Harbor alone lie 37 good, mostly new Danish ships. Others in about the same condition are in Boston, Baltimore and New Orleans.

From Denmark are received regular payments for the captains and crews by way of the Danish General Consul by means of an Executive Order, that is, a special order from Roosevelt, not as a result of a regular law which would have to be ratified by the Senate and which money otherwise upon the moment of arrival would be frozen. The captains are paid and they try to take care of the crew which does not receive anything. The crew is not allowed to seek work as that is against the law, and if some crew

65-1819

b7C members are picked up without visible means of support, they are put in jail for vagrancy. The maximum penalty for this offense is ninety days; then they must be released, but they receive a deportation order within thirty days. They do not receive money for the home voyage from the Consul, although it is the duty of the Consul, because the Consul is Jewish [redacted] and is working hand in hand with the American-English authorities. Thus, they are forced eventually to go to England. If the Captains go to the Consul and complain (they are mostly of National Socialist leaning), the Consul laughs and says, "We will yet see that you sail for England" — but up until now the Captains have stood firm.

A change in the personnel of the Consulates would probably not change the freezing of the money which is paid out of America, but eventually a Consul would be brought in who would cooperate with the Captains and not suppress them.

Shipping companies could support the Captains through strict prohibitions. Source of this information; A gossiping secretary of the Danish General Consul."

(S. 4403 - P. 14 to 16.)
(Exhibits 1A31-29, 31,
33 and 34.)
(Q412, 413, 414 and 415.)

He asked WAALLEN who "broke him into" this business, and Waalen said that FINK (Fehse) did and that he had known Fehse for about two years since he was on the MANHATTAN. He then asked him if he had ever received any money for his services. He stated that he had not but that he would get some money (right now) to give to the watchman when he [redacted] to get down once in a while. [redacted] he would have an opportunity to go through the things in the plant, [redacted].

b7C He then asked WAALLEN how FEHSE got the information contained in Item 2 above, about the activities of [redacted] in Germany. He said that FEHSE obtained it from a girl who was connected with the local German Consulate but did not give full details as to who she was.

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He then asked Waalen where Fehse was working, and he said that Fehse was working in a restaurant by the name of VAN AXEN'S located on Gold Street in New York City. Waalen said that Fehse had not informed Germany that he, Waalen, was working in this business. However, he did not state whether he desired that this matter be directly called to the attention of the German authorities, although he, SEBOLD, recalled that materials had been sent from Waalen by himself and marked as having been sent by Fink's friend, LEO.

Waalen stated that he wanted to see him, SEBOLD, again in the near future. He said that he would write for an appointment.

(S. 4403 ~ P. 14)

December 16,
1940.

He will testify from his notes

(Exhibit 1A195-1)

that at about 8:15 P.M. REUPER walked into his, SEBOLD'S, office, Room 627, 152 West 42nd Street, New York City, and during the conversation he told Reuper that his address and the pass word had been given to him by AUFZUG whose name is STIGLER. He asked Reuper if he had anything for him and whether he was active in spy work any more. Reuper said that he, SEBOLD, could do nothing for him; that he was very active in the work. He asked him, Reuper, where he was employed and he said that he works in the Experimental Section of an airplane factory which he declined to name, however, he produced a pay slip which indicated that he received \$53 a week. He stated that where he was employed he was once caught with some of the factory plans on his person as he was leaving the factory but that on this occasion he accidentally put the plans in his pocket and nothing came of that incident.

REUPER stated that he was busy every night contacting people, but that he was very short of money and that he had to use part of his own money to keep the spy business going.

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He stated that he arrived in the United States in April 1940, on the S.S. WASHINGTON, after having spent a year in Hamburg, Germany. He would not go into details about any training or experiences in Hamburg.

He said that he could develop a thousand informants here and could get anything in the line of information if he only had enough money. He suggested to him, REUPER, that they work together and that he, SEBOLD, would be able to get enough money to handle anything for him. However, REUPER would not agree to any such thing.

He stated that he communicates by way of China, and that he has a Leica camera and makes photographs of material. He also said that he had a friend, who is a former member of the German Army, who operates a radio station but that they did not have very much results. He stated that they could only operate one way, that is, they can only transmit and not receive; that they never receive an answer to the material they had sent to the other side by radio. He said he uses a home made radio of 150 watts and that they had to move every two months to avoid detection. He also stated that there is a "big shot" on Long Island who makes long trips in an expensive, large, automobile and who lives in an expensive place. He said that this man has an A-1 radio which cost him about \$850; that this man belongs to the German Army or to the High Command. He would not go into further particulars about him.

He, SEBOLD, told REUPER that he is in radio communication with the other side also and would be glad to help him out in any way even to go as far as asking for money. However, REUPER said that he would not have him ask for such assistance.

REUPER then gave him some pointers on the telephone. He said if he picked up the receiver and started talking and then heard a faint click and the sound dimmed out, that indicated the telephone was tapped by someone. Reuper then picked up the telephone in his office and as far as he could see, dialed GCH 5764. He said this was an uptown motor car dealer who handles secondhand Fords. He made an appointment to see the party he called.

REUPER and he then left his office and drove uptown in Reuper's Ford coupe which bore, as far as he could see, and was able to note, New Jersey license 1 C 52 T.

65-1819

At the motor car dealer's, the name of which he did not secure, they talked to some individual who spoke in German. The man's accent was very familiar so after they had talked a few minutes, he asked the salesman where he was from. He said that he was from Werden, which is about twenty miles from where his, SEBOLD's, home is. Unthinkingly he told him that, "I am from Mulheim". The salesman then became very excited, and said that he had a man working in the place who was from Mulheim and began yelling all over the building, b7C fer, [REDACTED] However, the party failed to answer and apparently had left the premises.

Reuper talked over trading in his car on another car which was to cost about \$450. However, no deal was made.

REUPER said that his address was 90-62 Palisades Avenue, North Bergen, New Jersey.

They made no agreement to meet again, and separated.

(S. 4403 - P. 11.)

65-1819

December 17,
1940.

He will testify that he received a letter, addressed to himself as MR. HARRY SAWYER, P.O. Box 67, Madison Square Station, New York, postmarked December 17, 1 A.M. This letter contained a sheet of black paper, on which was typed,

" Not tonight. Have an appointment"

also two photographic negatives of the gas shell.

(Exhibit 1A3-426, 428, 429,
430 and 431. Q427, 428,
429 and 430.)

December 18,
1940.

He will testify from his notes

(Exhibit 1A13-22)

that he took the Long Island train to Baldwin, L.I. station arriving at about 8 P.M. On getting off the train he saw ROEDER on the platform waiting for him. Roeder then pointed out his automobile, which was a new Buick sedan, two tone color. They looked it over, and then climbed in and Roeder drove a short distance, and parked near the railroad tracks, at the foot of Marlen Place.

b7C During the conversation Roeder said that he had no news; that he had to talk to [REDACTED] of the Grumman factory but that [REDACTED] would not discuss any of the factory's business with him this time.

He explained the new car by stating that his old car burned up. He said that two of his pistols and a rifle were in the car and the bullets went off in the guns, and melted down. Roeder asked him to telegraph him as soon as he heard about his Christmas money and he would meet him. However, he would not meet him on Christmas Eve as he had a big party going on.

They agreed to meet the following week or upon arrival of the money for ROEDER.

(S. 4624 - P. 25).

65-1819

December 19,
1940.

He will testify that Agent Ellsworth exhibited to him Message #73 which he stated had been received from Station AOR by Agent [REDACTED]. This message read:

"
Letters 14, 15 of October 21 via Brazil received. Money situation is not clear. Mexico friend should have paid you three hundred, Dunn three hundred, Lilly three hundred. Did you and Dunn receive money? Don't ask Lilly."

(S. 4479 - P. 17)

That he wrote out, with the assistance of Agent Ellsworth, a message for transmission to Germany, which is as follows:

"
Message No. 141.

Dunn gave me the gas shell photographs. Said he got them in Wilmington. He will send me specifications later. Did you receive the materials I sent with Max and Knerke to [REDACTED]. Shall I give Carr some money."

Agent Ellsworth took this for the purpose of encoding and turning over to Agent [REDACTED] for transmission to Station AOR in Germany.

(S. 4479 - P. 19)

December 20,
1940.

He will testify that he received a letter addressed to himself as HARRY SAWYER to Post Office Box 67, Madison Square Station, New York City, which letter was postmarked "New York December 20 1940 2 AM". The communication was in German, and translated, reads as follows:

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Ville De Liege departed December 15 from here. Concrete taken out of bilges and therefore can take 500 tons more cargo. Cargo consisted of food, steel, auto parts, and engine parts.

Ville de Anvers is expected. Large cargo lies ready. Above all, oil in barrels and airplane motors from Pratt and Whitney. Boats are fitted here with anti-mine rings. Otherwise, no other armaments.

One English freighter of approximately 5000 tons carries, besides important miscellaneous war materials for England, three complete Brewster Pursuit planes on board. Sails from here on December 20. Aft middle-caliber cannon.

In general, plenty of materials for England lie in readiness on various piers in the harbor. Momentarily however there are few ships here to handle the cargo. Lately, large amounts of trucks and auto parts have been handled.

The steamers Markland, Fortamherst, Townsend, are very frequently in local harbors, and sail to Canada. They are smaller ships of approximately 4000 tons.

b7C

[REDACTED] City Island, N.Y., yacht builders.

- 4 135 foot minesweepers, wooden hull, double planket, experimental work after first 4 completed. Found satisfactory by U.S. Navy, 40 more of the same type are planned to be built.

British interests offer \$2,010,800 lump sum payment December 13 for 15 vessels of the Government's laid-up freight. The bid was regarded by Commission officials as the most favorable. The ships are laid up at Norfolk, Virginia. New Orleans, Bremerton, Washington. In addition to the lump sum offer, the British bid separately on the vessels.

Bellewina, Braddock, Clairton, Cockapenset, Edgefield, Lorain, Mercer, Pacific Redwood, West Raritans, West Saginaw, West Totant, West Wanna, Western Ocean, Willimantic, and Winema County.

The Aircraft Carrier Hornet designed to handle 83 fighting planes and constructed at a cost of \$3,000,000 exclusive of armament was launched at the yard at Newport News. The Hornet is the fourth carrier to be build there.

65-1819

The Federal Shipbuilding and Dry Dock Company will soon open four additional ways, which have been constructed in unusually quick time, are expected to take destroyer keels within a week.

I am coming personally in a few days. Best regards,

Lee."

(S. 4761 - P. 15)

(Exhibit 1A31-37, 38,
and 40. Q368.)

b7C He will testify that Agent Ellsworth exhibited to him Message #74, which he stated had been received from Station AOR, by Agent [REDACTED]. This message read:

"Dunn should give you accurate details about his friend in Dakar."

(S. 4479 - P. 20).

He will testify that with the assistance of Agent Ellsworth he wrote out Message No. 143, which was turned over to Agent Ellsworth to encode, and turn over to Agent [REDACTED] for transmission to Station AOR. This message read:

"Your message 73. I have never seen the Mexico friend and have not received the three hundred your message 25. I have also not seen the new friend with one thousand dollars. Are the above friends and Lang's friend from Mexico the same people? Should I see Lang's friend?"

(S. 4479 - P. 21)

He will testify from his notes

(Exhibit 1A15 - 18

that he received a telegram dated at Hoboken, N.J. December 19, 1940,

65-1819

addressed to himself as HARRY SAWYER, Madison Square Station, Box 67, N.Y.C.

Meet you Friday 20th 9 P. M." Metzger."

(Exhibit 1A14-68).

He went to the restaurant, ZUM SCHWARZEN ADLER, at about 9 P.M. where he met ERWIN SIEGLER. He invited him to come to his office at 152 West 42nd Street, which Siegler agreed to do, where they came.

b7C During the conversation Siegler said that STIGLER was still being followed and would not come; that two men are living opposite Stigler's residence and are watching him. He said that Stigler had sent a letter to [REDACTED] through a man by the name of HENRY CLAUSING who works on the Moore McCormack liner going to Buenos Aires in Argentina, where he mailed the letter.

He said that STIGLER had been off the AMERICA on the last trip; that a company official by the name of [REDACTED] told the outfit that was following up Stigler to "lay off" Stigler because he was O.K. and had been investigated by the FBI, and the Marine Intelligence Service. SIEGLER did not say how this information got to Stigler. b7C

He stated that there was some building activity in St. Thomas, Porto Rico, and that starting January 29th the S.S. AMERICA would begin to make the west coast run. He again suggested to him that the other side might have some business for him to handle in San Francisco and it was agreed that he would ask the other side if they wanted anything done by SIEGLER and STIGLER. Siegler also said that on this run he would be able to take some pictures of developments in the Panama Canal.

He said that he would write to him, SEBOLD, when he wished to see him again.

(S. 4761 - P. 32)

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December 21,
1940. b7c
L

He will testify that Agent Ellsworth showed him Message No. 75, which he said was received from Station AOR by Agent [REDACTED] and decoded by himself. This message read:-

"

Message No. 75.

Today 2300 Mex. Mex. (Greenwich Meridian Time) (6.00 PM EST) [REDACTED] will call on 14,508. Call letters GBO. GBO. Send message here unchanged."

(S. 4479 - P.22)

December 24,
1940.

He will testify that he received a letter, addressed to himself as MR. HARRY SAWYER, P.O. Box 67, Madison Square Post Office, N.Y.C., postmarked New York, December 24, 1940. Included in the envelope was a piece of black paper on which was typed:

"

Am being annoyed by the unfriendly."

Also included were three photographic negatives of a gas shell and a letter of description describing the shell which the negatives were of.

(Exhibits 1A3-447, 449, 450, 451, 452 and 453, Q431, 432, 433 and 434).

December 26,
1940.

He will testify from his notes

(Exhibit 1A13-153)

that he received through the mail a collection of catalogues which are described as follows:

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"

Volumes A, B, C, and D, Edition 1933, of
Sweets Architectural Catalogues.

Locks and Builders Hardware, by Corbin.

Rixen, Improved Mechanism in Builders Hardware
Catalogue No. 2.

Sheet Copper Handbook for Architects and Sheet
Metal Workers.

Robertson, World Wide Building Service

Copper -- Its Effect Upon Steel for Roofing Term
Plates.

Thorn, Steel Windows.

Fenestra, General Information on Operators.

Make Walkways Safe. American Abrasive Metals
Company."

(S. 4512).

He will testify that Agent Ellsworth exhibited to him
Radio Message No. 76, which he stated was received by Agent [REDACTED] from
Station AOR. This message read:

b7C

"

Best wishes for Christmas and the New Year under the
circumstances. Don't see friend. Is absolutely
in order. Have you yet received five thousand dollars."

(S. 4533 - P.5)

65-1819

December 27,
1940.

He will testify that he sent a telegram addressed to BUQUESNE at his office, Room 805-A, 60 Wall Tower, New York City, which read:

" Meet me Thursday January two five P M Harry"

(Exhibit 1A3-456)

(S. 4983 - P. 10)

December 28,
1940.

He will testify that with Agent Ellsworth he wrote up and they encoded the following message:

"

Message No. 145. Have received five thousand. Will GBO get in communication with me January first in accordance with your message six five."

This message was turned over to Agent [REDACTED] for transmission to Station AOR in Germany.

Agent [REDACTED] turned over to them Message #77, which he stated was received from Station AOR, and which, when decoded and translated, read as follows:

"

Message No. 77. Materials Max and Knerke received. Advise regarding money to Carr next week."

December 30,
1940.

He will testify that Agent Ellsworth exhibited to him Messages No. 78 and No. 79, which he stated had been turned over to him by Agent [REDACTED] and that Agent [REDACTED] had stated the same had been received from Station AOR, the messages reading as follows:

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"
 Message No. 78.

Regarding message one four five we have arranged with Mexico friend that daily beginning today at two naught naught naught - two one naught naught - two two naught naught - and two three naught naught o'clock Meridian time, one five minutes according to the "

"

Message No. 79.

-- Old arrangement, transmission will be made until including January seventh. We request communication whether contact was established."

(S. 4673 - P. 4)

He will further testify that he received a letter addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, New York, N.Y., postmarked New York, December 29, 1940, 4 P.M. which read:

"

N.Y. Dec. 28th. 40.

I see you Monday Dec. 30. 40. 7pm. 152 42 627 Lee".

(Exhibit 1A31-41 and 43,
 Q366 and 367).
 (S.4761 - P. 17)

He will further testify from his notes

(Exhibit 1A31-3)

that WAALLEN came to his office, Room 627, 152 West 42nd Street, New York City, at about 7 P.M. and said that he had not been able to get very much of importance.

He handed him a U.S. Government Invitation to Bid, Schedule 4624 (Ships). The bids on the schedule were to be opened at 10 A.M., January 7, 1941. The schedule covers floats, life, balsa wood.

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(Exhibit 1A31 - 43,
45, 46, 47, 48 and
49. Q448, 449 and
450.)

b7c WAALLEN also handed informant a two-page pamphlet from the Public Relations Bureau, Headquarters of the Commandant, Third Naval District, Federal Office Building, 90 Church Street, New York, the same being a release to editors advising that the Navy Department had announced that 5,000 eligible young men are to be enrolled in the U. S. Naval Service as recruits, etc., and also handed him an envelope addressed to HERRN. A. GERHOFF, [REDACTED] Commandit, Gesellschaft, Hamburg 8, Steekelheern 11.

In this envelope there were two typed sheets of paper -- one of these sheets was entirely in German and read:

"

'Ville de Anvers' on its last trip only sailed to Canada with important cargo of war materials (as reported). Goes into dry dock and then from here to Liverpool on March 1, 1941.

Polish steamer 'Slask' is loading airplane and motor parts, tractors, steel for England.

Norwegian ship 'Bajamar' is loading important war materials, could not determine destination, both camouflage painted, not armed.

English steamer, about 6,000 tons, armed, is loading, among other things, dynamite. Departure of last three named about December 30, 1940.

English ship 'Spondilus' lies in dock for repairs, has a large and two middle caliber cannons aft.

Also in the shipyard is English ship 'Black Heron' not armed.

15 old American ships, names on hand, have been purchased by England and are being fixed up in various harbors and are manned with English seamen coming from Canada.

Fink"

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The other typed sheet of paper read as follows:

U.S.A.T. (United States Army Transport) has taken over the steamers 'Chateau Thierry' and 'President Roosevelt.'

Likewise, the former German steamer 'America' was rebuilt for the same purposes, now named 'Edmund B. Alexander.'

U. S. Navy Yard Boston

- 5 Destroyers, 2,100-ton, Guest, Bennett, Fullam, Hudson, Hutchins.
- 2 Destroyers, 1,700 " Ferrest, Fitch.
- 6 " " ordered Sept. 9, 1940.
- 2 Seaplane Tenders AVP21 'Humboldt' and AVP22 'Matagorda' ordered June 12, 1940. at a cost of 3,050,000 each. Keel laid Sept. 9, 1940.

Fast yachts 40 to 60 feet long are being bought up by the English Commission for aircraft rescue (crash) boats. Among others the yacht 'Meja' built in 1932, gross tons, 20, net tons 13, length 46 feet, speed 23 to 24 knots.

American Car and Foundry Co., Wilmington, Del.

Building a group of lighters equipped with tanks for carrying liquids? For U.S. Navy.

American Ship Building Co. Cleveland Ohio.

12 net tenders ordered by U.S. Defense Commission.

Associated Shipbuilders, Seattle, Wash.

Four Seaplane Tenders for U. S. Navy, at cost of \$4,545,499 each.

Bethlehem Steel Co. Staten Island Yard.

2 2,100-ton Destroyers DD470 'Bache' and DD471 'Beale' for U.S. Navy, cost of \$7,431,000 each.

8 of the same type ordered Sept. 9, 1940.

2 1,700-ton Destroyers for U.S. Navy Sept 9, 1940.

Commercial Iron Works Portland Ore.

4 net tenders for U.S. Defense Commission. Total cost \$1,958,550

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(S. 4761 - P. 19)

WAALEN stated that the item referring to the sailing dates of the various ships beginning, "Ville de Anvers" and so forth, was mailed to him by FEHSE. He asked Waalen where Fehe obtained this information, and Waalen said that he gets it through [redacted] who works as a dock machinist for the U. S. Lines.

WAALEN said that he has some friends who might be interested in doing something for Germany and asked him, SEBOLD, what he thought about recruiting them into his service. He told them that he did not feel like encouraging WAALEN to bring his friends into the organization if they were not already active. He told him to "lay off" these people unless they came to him and volunteered their services.

WAALEN said that there is a German he has heard about who is trying to get rid of some invention; that this fellow want to the German Consul but the Consul would not deal with him. He suggested to Waalen that he send this fellow to see him in case he meets him again.

WAALEN said that he wanted to go to Philadelphia in the near future and see a friend of his who works in an airplane factory there and see if he wants to get information. He asked Waalen to have FEHSE come up to his office the next time he sees him.

(S. 4761 - P. 17)

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January 2,
1941.

He will further testify that he went to the VAN AXEN RESTAURANT, on Gold Street, in New York City, and there met DUQUESNE about 5 P.M. Duquesne stated that he had just gotten out of bed; that he had been suffering from gallstone trouble. He asked if the Germans still maintained a bed in the Lenox Hill Hospital for emergency cases. He claimed that the Germans used to keep two beds available in that hospital for their agents. He told Duquesne that he knew nothing about such an arrangement.

DUQUESNE stated that he is living under an assumed name at 24 West 76th Street; that if he fails to see him for some time he has probably died and that he, SEBOLD, should go to that address and send some of his things to Germany; however, he stated that he did not want him coming around that address and he did not give him the assumed name under which he lives.

DUQUESNE then asked him if he had received a new code. He told him he had not. Duquesne then again went into a long discussion of how to use a dictionary for code. While talking about this matter, he made numerous marks and figures on a newspaper, the NEW YORK POST for January 2, 1941, which he, SEBOLD, had in his possession.

(Exhibit 1A3-472,
Q447).

DUQUESNE stated that America is going to war; that the Atlantic fleet was going to be anchored somewhere in the inlets up the Hudson; that in these inlets there are numerous piles for the prevention of invasion by the enemy. He stated there is a house just opposite the anchoring places and that if the Germans rent this house they would have an ideal place for observation of the American fleet. He said that he intended to write to Germany about the matter.

He then handed DUQUESNE a copy of German Message No. 74 received December 20th which read:-

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"Dunn should give you accurate details about his friend in Dakar."

DUQUESNE appeared to be very angry at this message, and mumbled something about details which he did not get. Then he said he would have to find out from Washington more details before he could give them to him. He then asked Duquesne if he had ever made contact with the three individuals whom he was instructed to contact for Germany. Duquesne stated he had not; that he is afraid he would lead the FBI on to these people. Then he started grumbling again about money. He stated that he intended to hand him a bill for the CANADIAN AVIATION MAGAZINES and the books on Flying Instructions which he had handed him before. He told Duquesne he should pay for these things himself out of the money that Germany furnishes him. He suggested that if he, Duquesne, were to make the contacts with the individuals as requested by Germany he might be led into a more profitable aspect of the business. However, Duquesne did not indicate definitely that he would make these contacts. He then told Duquesne that he needed more contacts for information for the other side. Duquesne then talked about a German Flight Club which used to be located on Roosevelt Field, N.Y. He stated that one CAPTAIN MAYER used to be known to him. This Captain MAYER was connected with this flying club, which, in reality, acted as an espionage group.

b7c He also added that a man named CAPTAIN JOHN is connected with the LUFTHANSA; that this Captain John is quite a figure in present Manhattan night life, and is known to escort various women to various night clubs. Captain John has an office with the Lufthansa at Madison Avenue and 57th Street. He told him that he would like to meet this man but Duquesne said that he would first see the office girl there, and find out if John would still be interested in espionage activities. This Captain John was also associated with the German Flying Club and according to Duquesne served as the "watch dog" for the group. He did not clarify the meaning of the term "watch dog".

He told Duquesne that he had heard from Germany that the man out of Mexico had "shipped" with one thousand dollars, three hundred dollars of which was for him, DUQUESNE. Duquesne then said that a couple of years ago it was different with the fellows who brought money. He said that a man out of Mexico named [redacted] whom he used to know and who has a brother in the business, was quite generous with money; that this [redacted] paid \$1500 for a set of Russian airplane blueprints. He asked Duquesne for the description of [redacted] brother, and Duquesne described a man who answered the description of NICHOLAS RITTER or DR. RENKEN. He said that the brother was a doctor, heavy set, and of fair complexion.

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b7c

DUQUESNE then stated that he also used to know a man named [REDACTED] however, he does not know his present whereabouts. He stated, however, that he would try to find his address and see if the man was still engaged in espionage activities. Duquesne then asked him if he had received the rubber tube. He stated that this was the latest tourniquet used by the U. S. Army. He told him that he had not but undoubtedly would receive it.

(Exhibit 1A3-457 and
459, photographs).

DUQUESNE then gave him the following items for transmittal to Germany:

"

1. Typed item which was typed on the inside of an airmail envelope reading as follows:

"

August 17, OK

A specially woven khaki is saturated with a compound of chlorine in solution this leaves 72% chlorine in cloth when dry. after leaving it in water 24 hours there was still 4% chlorine in the fabric. It is a secret here; xx to make mustard gas suits for war and Mopping up gas pockets in a non airproof but gas proof fabric. News came out of Germany engraved on the metal of a camera invisibly small. A leather composit was pasted over it-it looked perfect US secret service. I have sent you drawings of T. Crusher and grenade and had to borrow to pay for them. I also sent another diaphragm. All the German here watched. H gave 250-gene for xpe ses, accrued prior to receipt of money Christians were want anti yid agitatio in France. If us goes to war gas will be used. Germans and friends surprised that the Am. correspondents from German on the air say "The germans allege. or "They claim" or "they say" which give an air of doubt; The London correspondents report" The War Office announce the destruction of 15 enemy planes" et some difference. Correct it. Presiben gave positive orders to the Justice d to find a way to sell the 50 destroyers to G.B. They are being modernized, no Manoevers here complete failure. Weapons better than men. Confusion every where Canadians from British front giving instructions to Gen Staff. Many staff officers dismissed, Soon. Difficult to g mail out. Hoover looking for big scand to help elect Roosevelt. Germans to be goats. Big explosion on ship in harbor with munitions, and fire in chemical plant in Jersey - BIG British contract blamed on German military ageny. Yes A big new bouble purpose airplane she has just been designed here. Very destructive? 250,000 to be made, in Canad details later if possible.

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if necessary. Still on trail of infra red. Important. The group here have formed "Freedom Inc." with a sucker christian crowd to raise money to fight anti semitism in France and to fight the present gov. French purchasing mission was behind movement. Since surrender British have taken over. French wives of us begged husbands not return France."

2. Typed item which was typed on the inside of an airmail envelope reading as follows:

"August 18, 1940

Aspecially woven khiki is saturated with a compound of chlorine in solution. This leaves 72% in cloth when dry. After leaving cloth in water 24 hours it was found to contain 4% of chlorine. It is a secret to make mustard gas suits that will permit the body to breathe but keep out the gas. News was smuggled out of Germany engraved on the metal of a camera, Microscopic. Covering leather removed and replaced over engraving, by US Secret S. I have sent dra wings of T. Crusher and grenade. Had to borrow money to pay for them. I also sent another diaphragm. All the Germans being watched especially H. 250 in my hands. Used Before receipt. Christians here want anti yid agitation in France to help the cause here, also why do the US correspondents in Germany say "The german High Com. alleges" or "Says" or "Claims" which gives an air of discredit to the German statements. The London Correspondents say; "The War office announces the destruction of 10,000,000 German planes. Some difference. Correct it or through the correspondents out. President gave orders to Justice and State depts to find a way to sell 50 destroyers to G.B. They are being modernized. Maneuvers here lousy failure. Confusion everywhere. Canadians from British front giving instructions to Gen. Staff. Many officers slated for dismissal seen. Difficult to get mail out. FBI looking for 5th column scandal to help elect Roosevelt. Germans to be the goats. Big explosion on ship in harbor with munitions. Chemical plant big British contract in N.J. blown up. Germans Blamed. A Big new battle ship built here. Very fast. 250,000 to be built. As possible; if necessary. Still on trail of infra red. Important. The group here have formed Freedom Inc. with a sucker christian crowd as a front to raise money to fight anti-semitism in France and to fight the present gov. French purchasing mission was behind movement. Since surrender British have taken over. French wives of Je wish French officials have begged husbands not to return to France, Afraid of prosecution by gov. Rothschilds and Myers and others of that ilk were warned to stay away from France by their women who are first class information getters. J.B."

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3. One advertising pamphlet issued by the Electric Water Light Company, American Building, Cincinnati, Ohio. On the first page of this is typed 250,000 order by U.S. This pamphlet deals with "Amazing new marine safety light. Should be on every ocean, lake or river boat, proved by Bureau of Marine Inspection and Navigation, electrically operated, lights automatically, unsinkable, may be attached to life preserver, et cetera."
4. A magazine photograph of a man wearing a gas mask on the back of which is typed "Technical Field Worker". The bottom of the canister, which is attached to the top, is for mustard gas vapor, and is made of a series of convolutions of metal supported cloth.
5. A magazine photograph of a gas mask on the back of which is typed, "Mask made for technical and field repair men. Can be used with glasses. The breathers are at the sides. You have one with vapor breather. Here breathers are also good for voice." (DUQUESNE probably refers to the gas mask diaphragm which he gave informant recently, and which was sent to Germany with ERICH STRUNCK on January 3, 1941.)
6. Typewritten item as follows:

"Gas masks with canisters are being assembled at the rate of 90,000 a month. They are canned like fruit in a vacuum canner. The tests made would prove that Canning ought to preserve the masks and the canister contents for 30 years. After the cans are packed and sealed they are soldered at the seams. All the parts are made outside the arsenal at Edgewood, Md., but they are assembled there. No manufacturer has more than 1 part to make.--Q--"
7. A pencilled and inked drawing entitled, "SAFETY HAND GRENADE". The various parts are described in handprinting and in typing.
8. A piece of asbestos on which was typed, "Metallized asbestos or other cloth for grounds." On the side opposite the typing informant printed C.R.T.S. He stated DUQUESNE told him that this asbestos came from Curtis Aircraft.
9. The NEW YORK TIMES ATLAS of the War.
10. December 1940 issue of CANADIAN AVIATION MAGAZINE.

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(S. 4983 - P. 13 to 15).

(Exhibits 1A3-462, 463,
464, 465, 466, 467, 468,
469, 473, 474 and 475;
Q440, 441, 442 and 443,
444, 445, 446 and 447.)

Regarding Items 1 and 2, DUQUESNE stated he had previously sent these items to Germany by the wax method, the method which he previously described to him.

With reference to Item 7, DUQUESNE stated that this safety hand grenade is also used as the feed for the all-purpose bomb, photographs of which he had been furnishing to him for transmittal to Germany.

He left Duquesne at about 6:45 P.M.

He will further testify that he received, through the mail, the same day, at Box 67, Madison Square Station, a package containing a rubber tube.

(S. 4983 - P. 10)

He will also testify that he received a letter at Post Office Box 67, Madison Square Station, addressed to himself as SAWYER, postmarked, New York, December 31, 1940.

(Exhibit 1A23-37)
(Q370 and 371.)

This letter read,

"Dear Harry,

Meet you Thursday at 7 P.M."

This letter was unsigned but it was recognizable as coming from ERICH STRUNCK. He will testify from his notes

(Exhibit 1A23-5)

that at about 7:15 P.M. he walked outside, in front of the restaurant, ZUM SCHWARZEN ADLER, and observed ERICH STRUNCK sitting inside. He "got his eye" and motioned for him to come outside. He then asked him to come

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to his office, and led him to Room 627, 152 West 42nd Street, New York City. They entered the subway and went to 42nd Street, where STRUNCK followed him on up to the office.

b7c STRUNCK said that he had nothing new; that he had met [redacted] and that [redacted] had nothing for him. He talked about his personal history in Germany, and repeated the story of his being locked up in jail in Hamburg, and his various activities for the German government since then. He also talked about several things concerning Germany which had been told to him by [redacted] which referred to the general conditions in Germany. He also stated that [redacted] had given him two letters to be mailed in the United States, one of which was from London, addressed to JIMMY HARD. The other was apparently a death notice since it was in the usual black bordered envelope, and was addressed to someone in Chicago.

STRUNCK also stated that [redacted] had seen BOLD in Lisbon, and had instructed him, Strunck, to give his personal greetings to BOLD in case he saw him in New York. Strunck was of the opinion that BOLD [redacted] Strunck also said that he had learned that fourteen men had deserted various ships in Lisbon recently, and had been provided with transportation and passports into Germany.

He told STRUNCK that he had some material which he wanted to get together for him to take to Lisbon with him. Strunck agreed to call at the office on the following evening at 6:00 P.M.

(S. 5680 - P. 2)

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January 3,
1940.

He will testify from his notes

(Exhibit 1A23-5
Exhibit 1A23-41)

b7C that STRUNCK came to his office, arriving about 6:45 P.M.; that he handed over to him the following articles to be delivered to [REDACTED]

ITEM NO. 1

8 microphotographs from the fictitious individual named FLAK as follows:

Three pages entitled "Aviation Force Need for the Defense of the Western Hemisphere" dated 5/22/40.

One page "Airplanes - Estimated Schedule of Deliveries, etc." dated June 30, 1940.

One page summary of estimated schedule of deliveries of airplanes as of June 30, 1940.

One page summary of estimated schedule of deliveries of airplane engines as of June 30, 1940.

One page liquid cooled engines and radial engines.

One page bearing no caption but concerning the airplane program objective with costs.

ITEM NO. 2

b7C 2 microphotographs of material from FLAK, same being a one page re-write of the memorandum for [REDACTED] Air Corps Office, the Secretary of War, dated Washington, D.C., August 31, 1940, regarding Allison Engines situation. This article was rewritten to leave out the names of officials mentioned in the article. Otherwise the material is the same.

ITEM NO. 3

7 microphotographs of a seven page article entitled "Quadrantal Error" which article was received by informant from EVERETT M. ROEDER on December 11, 1940.

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ITEM NO. 4

17 microphotographs of materials which were received by the informant from LEO WAALLEN on December 10, 1940.

- a. A picture of a Water Wasp of the U. S. Navy.
- b. A three page typewritten list of the United States ship and boat constructors, together with some of the vessels they are constructing.
- c. Invitation to bid on construction contract-repairs, Schedule No. 1097-41-85, issued by the War Department, U.S. Ordnance Office, New York District, November 15, 1940.

ITEM NO. 5

The November 1940 issue of "Canadian Aviation" magazine, which was received from DUQUESNE by the informant on December 14, 1940.

ITEM NO. 6

Eight issues numbered 1 to 8, Volume 1 and 2, of the publication entitled "Aeronautics" edited by DON RYAN MOCKLER and published by the National Aeronautics Counsel, Inc., Dunellen, N.J. These publications were also received by informant from DUQUESNE on December 14, 1940.

(S. 5680 - P. 3)
(Exhibits 1A23-42, 43, 44, 45; 1A13-156, 1A21-23 and 36, 1A3-423, 425, 428, 429, 430, 449, 451 and 454.)

STRUNCK said that he would deliver these materials to [REDACTED] that he was sitting at the [REDACTED] on Saturday January 4, 1941.

(S. 5680 - P. 3)

b7C January 4,
1940.

He will testify that with Agent Ellsworth he wrote out the following messages which he turned over to Agent Ellsworth to encode and turn over to Agent [REDACTED] for transmission to Station AOR.

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"
Message No. 148.

Fink writes Villa de Anvers on its last trip only sailed to Canada with important cargo of war materials. Goes into drydock and then from here to Liverpool on March first. Polish steamer Slask loaded airplane and motor parts, tractors, steel for England. Norwegian ship Bajamar loaded important war materials. Could not determine destination. Both camouflage painted, not armed."

"
Message No. 149.

English steamer, about six thousand tons, armed, loaded among other things, dynamite. Departure of last three named about December 30th. English ship Spondilus lies in dock for repairs. Has a large and two middle caliber cannons aft. Also in the shipyard is English ship Black Heron, not armed. Sixteen old American ships, names on hand, have been purchased by England and are being fixed up in various harbors and are manned with English seamen coming from Canada."

"
Message No. 150.

I wrote to Ven Gontard but have not yet received a reply. What further action shall I take. Shall I write him again."

(S. 4673 - P. 11, 12 and 13.)

January 6,
1941.

b7C He will testify that he received at Post Office Box 67, Madison Square Station, New York City, an envelope postmarked New York, January 5, 1941. On the back of this envelope was handprinted [redacted] New York City. It contained a one page typewritten item which appears to refer to the photograph which he had received from BUQUESNE of a gas shell, the parts of which were numbered. This document is as follows:

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Jimmy

- 1 Shell exterior
- 2 " interior
- 3 Top which takes firing mechanism actuated by a propeller which is inside the top which is made to concentrate or increase the air pressure on the propeller blades as the shell descends.

No. 2 and 3 are assembled by being screwed together and then are screwed into no. 1 (with the fins). No. 2 is sealed at the bottom end. It is loaded with the exploding charge. In the space between 1 and 2 the charge of gas or shrapnel or high explosive is placed as the case may be. The shells, external and internal are made to withstand the highest pressure that any compressed vapor might exert. The nipple at the side between the fins is the valve for the admission of gas under pressure. A bronze sealing ring is placed between all parts that are to be gas proof.

No. 4 is the nose of the shell which carries a variable time fuse, 5, thus there is a time fuse that can be set at either end of the shell, or both. The fuses of both will explode by concussion. In the shell made exclusively for gas the nose and body of the external shell is in one piece.

No. 4 is the nose.

No. 7 is a plug that is screwed into the center of the inner shell to keep it sealed until the firing propeller mechanism is screwed in. No. 6 is a fly wheel that is part of the firing mechanism. The fins are not close to the shell casing. A space of 1/8 of an inch is left to make a screeching howl when the shell drops.

The explosive core and the explosive that is between the two casings when the shell is used merely as a high explosive, and not a shrapnel or gas shell, is in the form of a solid pressed plastic body that exactly fits into the shells. All can be handled and assembled by unskilled labor and in practically any place. Any foundry or machine shop can make the parts; any garage man can assemble them. The war department estimates that the output will reach into millions of shells a day. That farmers with barns and help can assemble them all over the country and in the event of attack no serious harm can be done to such thinly distributed centers.

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"

The only part of this engine that would be made in organized plants would be the explosives and gas. The war department estimates that 1,000,000 of these bombs can be dropped in a day on Germany when the U. S. is ready. They are to be made in the following sizes:

100 lbs.; 200 lbs.; 400 lbs.; and 1,000 lbs. The technique of their use against planes in the air is this: the fuses are set to explode at 3,000 feet after leaving the racks. The plane dropping the bombs rides above the target to be attacked at 3,000 feet (or 3,500 ft. on large sizes) and releases its load, which, if calculations are right, will blow the plane attacked to smithereens, or gas the air or fell it with flying shrapnel. It is a general purpose bomb, cheap, easily made and can be produced in millions with little effort. That's what they say."

(S. 4983 - P. 16, 17,
and 18.)

(Exhibits 1A3-479, 481,
Q452 and 453.)

He will further testify that he received a letter from FEHSE, addressed to himself, HARRY SAWYER, at Box 67, Madison Square Station, postmarked at Weehawken, N.J., January 5, 1941, and in the envelope was a letter, written in German, which, when translated reads as follows:-

"

English steamers, 'Sinnington Court', 'Empire Penquin', 'Dallington Court' middle caliber cannon astern, are loading war materials. Among other things tractors, copper, steel, wood. Numerous large wooden boxes assumed to be anti-aircraft, or airplane motor. Further three Dutch steamers between five and seven thousand tons are loading also for Holland. Each has a small cannon astern and two of them also have deep sea bombs painted camouflage. Dutch flag. Above named ships sailing middle of week (9th Jan.) Are small old freighters and cannot sail more than nine to eleven knots. In repair are Polish steamer, "Korska Wola", Norwegian ship, "Atlantic", and large English ship, "Cliona". Latter has one big cannon astern. All repairs are probably just routine as shipyards in England are filled up and as I cannot make out exterior damage. Also in deck, Tanker "Vece" Canadian flag, no armament. "

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(S. 6264 - P. 3)
 (Exhibit 1A6-31 and 33,
 9424 and 425.)

January 7,
 1941.

b7c

He will testify that with Agent Ellsworth he wrote out Messages #152 and #153, which he turned over to Agent Ellsworth for encoding and to be turned over to Agent [redacted] for transmission to Station ACR in Germany. These messages read:-

"

Message No. 152.

From Fink - English steamers Sinnington Court, Empire Penguin, Dallington Court, Middle caliber cannon astern, are loading war materials, among other things tractors, copper, steel, wood, numerous large boxes assumed to be anti-aircraft or airplane motors. 3 Dutch steamers between five and seven thousand tons are loading also for England. Each has a small cannon astern. Two of them also have deep sea bombs. Painted camouflage, Dutch flag. Above named ships sailing middle of week (9th Jan.) are small old freighters and cannot

"

Message No. 153

sail more than nine to eleven knots. In repair are Polish steamer Morska Wola, Norwegian ship Atlantic, and large English steamer Gliena. Latter has one big cannon astern. All repairs are probably just routine as shipyards in England are filled up and as I cannot make out exterior damage. Also in dock, tanker Vece, Canadian flag, no armament.

(S. 4823 - P. 5)

January 8,
 1941.

He will testify that he received a letter at Post Office Box 67, Madison Square Station, addressed to himself as HARRY SAWYER, postmarked at New York, January 7, 1941, which read as follows:-

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New York January 7, 1941

Tomorrow January 8 7 P.M. 42 Str. Lee."

(Exhibit 1A31-52,
Q416 and 417.)

He will further testify from his notes

(Exhibit 1A31-3)

that LEO WAALEN came to his office, Room 627, 162 East 42nd Street, New York City, arriving at about 7:10 P.M. WAALEN handed him the following materials, consisting of four items:

1. Two copies of Schedule 4826 (ships), bids on which are to be opened at 10:00 a.m. January 17, 1941. This schedule covers supplies for the U. S. Navy, consisting of boats, aircraft rescue and spare parts.
2. Standard Government form of bid No. 31.
3. A typed report in German which translated reads:

"

Motor Torpedo Boats (M.T.B.)

Report on the results of the trial run of the M.T.B. PT-6 (70 feet) built by [redacted] New Orleans.

b7C Captain for the trial run was [redacted] U.S. Navy, who also has command of the first flotilla of these boats.

During these experimental runs there was no armament on board whatever. As motive power the boats had three 1500 horse power Packard motors. A total of 50 experimental runs and maneuvers took place with one, two and three motors. The boats are of stout construction and are equipped with water-tight compartments. The first trial runs took place with

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light loads which were then increased to the maximum load (through ballast).

The listening apparatus on shore indicated the propeller noises a long time before the boats came in sight.

To determine the maneuver ability the boats cruised around the buoy and it was determined that the distance between the boat and the buoy was steadily decreased until a certain distance was reached. These maneuvers took place also with the various speeds and the cutting out of one or two motors under various rudder engines: 10, 15, 20, 25 and 30 degrees until maximum was reached. These trial runs were indicated by the Commission as very satisfactory.

Results of the runs were made available to all future American M.T.B. commanders. Many motor yacht captains will be regarded as commanders. As fuel high octane gasoline was used, approximately 280 gallons per hour for 4500 horse power (approximately 1/2 pound of fuel per horsepower per hour.)

The boats will be equipped with four torpedo tubes which can be fired simultaneously and which sink to a depth of ten feet which is twice the depth of the M.T. boats. After they are in the water the torpedoes are supposed to line themselves up in a distance of 100 feet and to follow the previous course of the M.T. Boats.

A flotilla of six boats would accordingly be able to fire twenty-four torpedoes which would give a half mile long wall of torpedoes. The torpedoes are supposed to be fired four to five miles from the enemy while the M.T. boats are still hardly visible.

The price of these boats is approximately \$300,000, of which one-third is for the boat, one-third for the motors and one-third for torpedo tubes, machine guns, depth bombs, and other armaments. The construction time of the PT-6 was approximately seven months."

4. A typed item in German which translated reads:

" The Navy Department has rebuilt approximately 45 of the best American fishing boats for use as mine-search boats, some of which are the following:

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"Martinelich"	115	gross	ton	Diesel
"Yashen"	115	"	"	"
"New Bel"	115	"	"	"
"City of San Pedro"	115	"	"	"
"Sea Rover"	115	"	"	"
"Leslie J. Fulton"	115	"	"	"
"Nereen"	100	"	"	"
"Vindicator"	162	"	"	"
"Janran"	104	"	"	"
"N. Eldridge"	91	"	"	"
"G. Murley"	91	"	"	"
"Vagabond"	115	"	"	"
"North Star"	115	"	"	"
"New Ambassador"	115	"	"	"
"Spartan"	115	"	"	"
"New Cente DeSavel"	115	"	"	"
"New Example"	98	"	"	"
"Sea Breeze"	112	"	"	"
"Majestic"	93	"	"	"
"Three Star"	126	"	"	"
"S. Ashley"	91	"	"	"
"Julia Eleanor"	110	"	"	"

England has likewise recently purchased some mine searchers. Preference, however, was given to coal burning ships because of a shortage of oil. Among others was the twenty-two year old fishing steamer "Gemma", 135' long, 275 gross tons."

(S. 5862 - P. 2)
(Exhibit 1A31-54, 56,
61 and 62; Q483 and
484.)

WAALEN also said that he had a pamphlet, at home, which was issued by the FBI and which deals with Plant Protection Against Spies.

He said that it is now very difficult to obtain any information as all plants are carefully watched. He stated that he recently saw FEHSE and gave him his, Sebeld's, address and telephone number. He, Sebeld, told WAALEN that he would like to see FEHSE and to have FEHSE call on him one of these days. He asked Waalen about his friend, the draftsman. Waalen said that the man is working for GLENN L. MARTIN & CO.; that he will see him if he gets time to do so and will try

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to find out if he is interested in being a German spy. Waalen said that he had learned that the fellow who had the inventions and to whom he referred in his last meeting had been to see the German Consul again. This time he met with some kind of success because the German Consulate told him to tell no one about the things he had. Waalen said that the man is now very close mouthed.

He asked Waalen to find out what this man's name and address were, as he might be just as well off dealing with him as with the German Consulate. Waalen said that he did not know this man personally but had learned all of the information from a friend of his who works in a bakery somewhere on Long Island and lives in the Bronx. Waalen said that he has had to expend approximately \$125 out of his personal funds in securing information and he expected to be reimbursed for these expenses. He stated that he would again get in touch with him, SEBOLD, when he desired to see him.

(S. 5862 - P. 2)

January 9,
1940.

He will testify that Agent Ellsworth exhibited to him Message #80 which he stated had been received by Agent [REDACTED] from Station ACR. This message read,

b7C

" Regarding success with Gustave Berta Otto congratulations. At what time did he make connections. How was signal strength?"

(S. 4823 - P. 7)

January 10,
1940.

He will testify from his notes that he received a letter addressed to himself as HARRY SAWYER, Box 67, Madison Square Station, postmarked Portsmouth, Virginia, January 9, 1941. It is written on U.S. Lines stationery, S.S. AMERICA and reads as follows:-

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108606

"
Dear Harry,

Meet you Friday 9 P.M. in your office.
Friday January 10 1941.

Metzger "

(Exhibit 1A14-71,
Q436 and 437.)

He will testify from his notes

(Exhibit 1A15-19)

that at about 8:50 P.M. SIEGLER came to his office, Room 627, 152 West 42nd Street, New York City. Siegler dictated the following information on marine activities to be sent to Germany by radio:-

"

S S GEORGE WASHINGTON is in Portsmouth Navy Yard being fixed up as New Foundland transporter. Old America, is in Brooklyn to be fixed as airplane carrier for New Foundland. Hudson Bay Line boats are to be used in New Foundland as living quarters. The four deck destroyers are being remodelled, taking away one smokestack and torpedo tubes to make room for anti-aircraft guns. Three cruisers left Portsmouth, all in new condition. Airplane carriers all reconditioned. S.S. ARKANSAS reconditioned. Two Navy transporters in dry dock, one named WECA; one large yacht being reconditioned. One Navy oil tanker and one big tanker, name unknown, in Navy Yard. Sailors all think United States is going to war. S.S. QUINCY and new cruisers took on ammunition. One heavy cruiser is going to Havana. Ten gun barrels and objects that look like towers lie on pier. The under promenade deck of the S.S. AMERICA is being reinforced for armament. She has anti-mine cable now and appears to belong to the United States Navy."

(S. 5701 - P.2)

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SIEGLER told him that Stigler was no longer being followed but that he was afraid to come to his, Sebald's, office as there was a possibility that some one was still on his trail. He stated that Stigler has a movie camera which might be of some use in going through the Panama Canal. He stated that the last time they passed Gibraltar STIGLER took a movie of the Rock from all sides, and mailed the film to Germany. He asked Stigler more about FEHSE and Siegler gave him some of Fehse's background,

He stated that FEHSE and STIGLER have been members of the Nazi Party since 1930; that Fehse is a very fanatical Nazi. He stated that the last time STIGLER was in Genoa he wanted to leave ship and go back to Germany but that Fehse persuaded him to return to America on the grounds that he could be of better use to Germany there. He said that FEHSE had some time ago left ship in Norway and had mixed with the English seamen; that he then gave reports about boat movements to Germany which reports resulted in the sinking of four English boats. From Norway FEHSE went to Bremen, and there the Gestapo wanted to hire him but the German Navy Department took him over. He was then trained in Espionage and sent to the U. S. SIEGLER stated that Fehse is the head of the Marine Division in this country.

SIEGLER then talked about himself and stated that he personally had very little use for the Nazis; that they used to tyrannize his folks in Germany. He also stated that his boss, GERHOFF in Germany, hasn't much use for the Nazis either. Siegler claimed that he used to "cuss" the Nazis all the time; that Gerhoff stated that he was just the kind of man they were looking for. He pointed out to SIEGLER the parallel between the two of them, that is, between Siegler and himself, namely, that the Nazis seem to want people who talked against them as that would indicate an individual who would not come under suspicion so readily.

SIEGLER stated, before leaving, that he would see him the 23rd of January.

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January 11,
1941.

SEBOLD will testify that he received, apparently from DUQUESNE, at Post Office Box 67, Madison Square Station, an envelope of the TRUST COMPANY OF NORTH AMERICA, Bank Window, Church Street Annex, New York, N.Y., and on the back of the envelope is a postmark New York, January 10, 1941, Grand Central Annex. On a piece of paper had been typed the name of HARRY SAWYER and address, and the paper glued in front of the window of the envelope.

In the envelope were the following items:

NUMBER ONE:

b7c A letter, the top portion of which has been torn off, beginning, "Dear Madam." The letter is signed by [REDACTED] Sensitized Goods Sales Division, Eastman Kodak Company. The opening paragraph explains the rest of the letter. It reads:

"We have delayed replying to your letter of April 1 as we experienced a little difficulty in locating a copy of "Scientific American" for March 1934 and we wanted to make sure of the nature of the article to which you referred."

The rest of the letter refers to the fact that this article was written at a time when experiments were being conducted with reference to making photographs through fog with infra red sensitive materials. The letter has an enclosure of an article giving general information on the use of infra red photography. Previous investigation in this case disclosed this same letter and its source. It will be recalled that EVELYN LEWIS wrote for and received this information.

NUMBER TWO:

A mimeographed five page article entitled "Infra Red Photography Using the Eastman Infra Red Sensitive Plates and Film."

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NUMBER THREE:

A two page article from "Scientific American" of March 1934 entitled "Infra Red Rays Dispel Fog Dangers with New Quick Action Navigating Camera."

NUMBER FOUR:

Two page article from the March 1934 "Scientific American" entitled "In the Region of Billions of Cycles" by F. ZWICKY.

NUMBER FIVE:

Two page article from the March 1934 "Scientific American" entitled "Spanning San Francisco Bay."

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January 11,
1941.

He will testify that Agent Ellsworth showed him Message No. 82, which he stated had been received by Agent [redacted] from Station AOR and which read,

b7C

" I congratulate on successful connection GBO. You will only be used for urgent communications. Please relay two messages unchanged to GBO. Greetings. [redacted]

January 13,
1941.

He will further testify that he received a letter, addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, New York City, postmarked at New York, January 12, 1941, which was in German.

The letter, when translated, reads as follows:

" Dutch Steamer Blomersdyk, middle caliber cannon astern, is loading copper, oil barrels. On same pier are about fifty tanks and forty-five trucks. Twelve Ambulances. Departure from here January 12th. Approximately seven thousand tons. Polish steamer ROSINIE is loading numerous boxes two meters by two meters in dimensions without markings, besides dismantled large trucks. English steamer LASSELL is loading much copper, steel, machines. Armed astern with deep sea bombs. Departure of both above named on January 2nd. (Probably means January 12th.)

Reported steamer SINNINGTON COURT, English, has gone to Bayonne prior to departure and loads TNT there, which was also done by recently reported steamer EMPIRE PENGUIN. English ship PACIFIC of approximately seven thousand tons, bought from America, is being equipped here in the harbor with armament and lower decks being reinforced. English ship BLACK HENGE, already reported, airplanes, provisions, hospital supplies, burned here before departure, but sails at the end of the week. Thirteen airplanes, five bombers and eight pursuit, are lying on barges here in the harbor ready for shipment. They will probably be divided up among various freighters. Besides these,

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two Norwegian ships of approximately twenty-five hundred, and seven thousand tons are loading. Cargo cannot be identified. Norwegian ship ATLANTIC and English ship LIONA are still in shipyard.

FINK (signed) "

(S. 6264 - P. 6)
(Exhibits 1A34-36 and 38,
Q438 and 439).

He will testify that he received a letter from DUQUESNE, addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, New York City, which contained Issues 9, 10, 11 and 12, Volume 2, of AERONAUTICS, an authoritative work dealing with the theory and practice of flying.

(Exhibit 1A3-476,
Q451.)

January 14,
1941.

He will testify that with Agent Ellsworth he wrote out and they encoded message which they turned over to Agent [REDACTED] for transmission to Germany. This message when decoded and translated, reads as follows:

"
Message number one five six. Fink's friend Leo has had one two five dollars expenses for M Division. He expects money. Carr also wants money. I have send materials through Knorke [REDACTED] He also wants money.

(S. 4968 - P. 2)

January 15,
1941.

He will testify that with Agent Ellsworth he wrote out and encoded the following messages which were turned over to Agent [REDACTED] for transmission to Station ACH in Germany:-

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Message No. 157

Metzger says SS George Washington is in Portsmouth Navy Yard being fixed up as Newfoundland transporter. Old America is in Brooklyn to be fixed as Airplane carrier for Newfoundland. Hudson Bay Line boats to be used in N.F. as living quarters. From four deck destroyers are taking away one smokestack and torpedo tubes to make room for anti-aircraft guns. Three cruisers left Portsmouth all in new condition. Airplane carriers and "

Message No. 158

SS Arkansas all reconditioned. Two Navy transporters in dry dock. One named Weca. One large yacht being reconditioned. One oil tanker and one big tanker names unknown, in Navy Yard. Sailors all think USA going to war. SS Quincy and new cruisers took on ammunition. Ten gun barrels of heaviest caliber and things like towers lie on pier. Under promenade deck of SS America being reinforced for armament. She has anti-mine cable now and seems to belong to the US Navy."

(S. 4968 - P. 5)

b7C
Further, that Agent [REDACTED] turned over to them three coded messages which, when decoded and translated, read as follows:

Message No. 83. Regarding your radio message of the fifth furnish names and tonnage of sixteen American ships."

Message No. 84. Why does Carr want money. We have lately received practically nothing more from him."

Message No. 85. Beginning January twenty the following code change is in effect. Basic number for January one times thirty one instead of twenty. In February

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"
two times thirty one and so forth. In
December twelve times thirty one. Every-
thing else remains as until now. Greetings.

b7C

(S. 4968 - P. 6 and 7.)

January 16,
1941

b7C

He will testify that with Agent Ellsworth he wrote out and encoded the following messages which were turned over to Agent [redacted] for transmission to Station ACR:

"
Message No. 159.

Fink writes: Dutch steamer Blomersdyk, middle caliber cannon astern, loaded copper, oilbarrels. On same pier were about five naught tanks, four five trucks, twelve ambulances. Departure twelve one. Seven thousand ten. Polish ship Resiwie is loading numerous boxes two meters by two meters dimensions without markings, dismantled large trucks. English ship Lassell is loading much copper steel, provisions, machines. Armed astern with deep sea bombs. Departure of both on two one. Sinnington Court has gone to Bayonne before departure. Leads TNT there as was also done by Empire Penguin. "

"
Message No. 160.

English ship Pacific, seven thousand tons, brought from America, is being equipped here with armament, lower decks being reinforced. Black Heron airplanes, provisions, hospital supplies, burned here before departure but still end of the week. One three airplanes, five bombers, eight pursuit, lie on barge here ready for shipment, divided among various ships. Two Norwegian ships, two five naught naught and seven thousand tons, are loading. Cargo cannot be identified. Norwegian ship Atlantic, and English ship Liema are still in shipyard."

(S. 4968 P. 10 and 11.)

January 17, 1941 He will testify that during the evening he telephoned to FEHSE, at the VAN AXEN RESTAURANT, where he was working and asked him if he could see him in Sebold's office. Fehse said that he would come to see him on Monday evening the 20th at about 9:30 P.M.

(S. 6138 - P. 4)

He will further testify from his notes

(Exhibit 1A26-1)

that at about 5:00 P.M. that day he received a telephone call at his office from RHEB MEZENEN, who requested to see him. It was agreed that he, Mezenen, would come to his office between 5:30 and 6:00 P.M. that day.

At about 5:50 P.M. MEZENEN arrived at the office and during the conversation stated that he had seen [REDACTED] but that he had nothing new, however, he said that [REDACTED] had handed him \$50 for KNORKE as a Christmas present from Hamburg. The denomination and serial numbers of this money are as follows:

b7c

- 1-\$20 Federal Reserve Note, series 1934, #B22732557A.
- 1-\$10 Federal Reserve Note, series 1934, #B56898388A.
- 1-\$ 5 Silver Certificate, series 1934, #D69880334A.
- 1-\$ 5 Silver Certificate, series 1934A #G04935183A.
- 1-\$ 5 Silver Certificate, series 1934A #H10930433A.
- 1-\$ 5 Silver Certificate, series 1934A #H45696918A.

(S. 5802 - P. 2)

He attempted to give MEZENEN a receipt for this money but Mezenen refused to accept it and said that he would simply tell [REDACTED] when he got back to [REDACTED] that he had paid the \$50 to him, SEBOLD. Mezenen then complained about the money [REDACTED] had been paying him and said that it was not worth the risk which he was taking. He said that the first trip he took he carried over for him, SEBOLD, materials and [REDACTED] gave him \$40 and that the second trip Duarte gave him \$80.00. He pointed out that this last trip he did not find [REDACTED] and left the materials with a friend of [REDACTED] at the hotel.

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He said that he made more money buying and selling English Pound Notes. He produced some of these Five Pound Notes, and said that he could buy a Pound in Lisbon for about \$1.60 and that he could sell the Pound in the United States for about \$4.00. Concerning the Five Pound Notes which he showed, he said that he had purchased them for \$8.00 in Lisbon, and sells them in America for \$20. He said that an acquaintance of his in New York had tried to get him to buy Five Hundred Pounds in Lisbon, and bring them over but that he had not done this. He pointed out that he ran a great risk in carrying materials. He said that on his first trip when he, SEBOLD, gave him the bullets to take over he did not want to take a chance of having them found in his pockets on being searched in Bermuda so he had paid a friend of his at the airport \$10 to hide all of the materials away in a secret place in the plane, and when he arrived in Lisbon he took the materials out.

b7C He said [redacted] only gave him \$40 and handed him ten letters to bring back to the United States. He said that he again had to hide these letters as he could not explain why he would be carrying them if he were searched. He decided that he would hide the letters where, if they were found, it would take two weeks to tear the plane to pieces and three weeks to put it together again. Then, after the plane had been in New York in the hangar for about three hours he recovered the material from the plane. He therefore claimed that he had told [redacted] on his last trip that he no longer would carry materials unless they were of extreme importance. He also told [redacted] that if he happened to be leaving, and [redacted] had an important message to send over he would be glad to carry it, and if he, SEBOLD, on this side, a day or so before Mezenen is leaving for Lisbon has an important item to be taken over he would carry that. Otherwise he does not want to take the risk. However, he pointed out that apparently much of the material he had been carrying was not very important and that if he was arrested by the English or other agencies for carrying it he would be no longer of service to the System, whereas if he remains safe and war breaks out, he would be a valuable carrier by plane for the system.

He stated that on his last trip over to Lisbon he saw a large English convoy of about sixteen or eighteen boats and one of the boats had about ten cannon. When he arrived at Lisbon he reported this to [redacted] made notes of the information and said that it was very good and to furnish any like information which he secured. However, he did not give him, MEZENEN, any money for this information.

He, SEBOLD, had some microphotographs of the materials assembled ready to turn over to Mezenen. He asked him if he would take this but he stated that he would rather not. He did not press him to accept the assignment.

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b7C He did state that in the future he would advise him of his sailing dates and that he, SEBOLD, if he had some small item or bit of information, which was very urgent and which could not wait for another carrier, for instance, an expert liner, he would be glad to carry it over. He referred, particularly, to the expert boats and suggested that he, Sebeld, had messengers on all of these boats. He told MEZENEN that he only had one carrier available on expert boats. Mezenen then said that he knew of a man by the name of [REDACTED] who worked on the EXOCHORDA; that he has known this man about ten years and he might be suitable for this kind of business. He asked Mezenen if this man was engaged in this business, and Mezenen said that he did not know for sure whether he was, although he believed he had carried other types of material for private businesses. He said that he would give this man a card, introducing him to him, SEBOLD and have the man call on him.

MEZENEN stated he believed his services were worth about \$200 each round trip. He stated that in case he is caught now he could only be charged with violation of the Neutrality Act but that if war breaks out he could be prosecuted for High Treason and that he had to consider all of these things. He further stated that some time before he had received a "raw deal" from a newspaper man in Lisbon who gave him some pictures to carry to the United States. One of the pictures, he said, was of the DUKE OF WINDSOR and beside him was another newspaper reporter reading a German newspaper. He called the picture a "dirty picture" and said that when the newspaper man handed it to him he also gave him a \$10 bill to carry the picture over. He stated that he became quite angry for such a small amount of money to be offered him for carrying this type picture but did accept the assignment and brought the picture to the United States.

He talked some about the war conditions and some about the number of Germans who were making themselves known in Lisbon at that time whereas shortly before one would hardly know that there were many Germans in Lisbon. He also expressed wonder that HITLER had not used gas or germ bombs up until that time. MEZENEN stated that he would telephone him, SEBOLD, shortly before five o'clock which time he left for Lisbon, and if he had something very urgent he would take care of it for him.

(S. 5802 - P.2)

65-1819

January 18,
1941.

He will testify that he received at Post Office Box 67, Madison Square Station, a letter postmarked New York, January 18, 1941, which letter is signed FINK addressed to him as HARRY SAWYER.

This letter, when translated, reads as follows:-

English ship Javanese Prince, armed, loads copper, airplane parts, provisions, hospital supplies, departure January 23rd for Liverpool. Dutch Ship Dempe, twelve thousand ten, armed and deep sea bombs, painted black, loads copper, steel, hospital supplies, boxes from Harrington & Richardson Arms Co., probably rifles or revolvers, airplane parts and meters. Loading at same place are also Dutch Ship, Gapareea as well as English Ship of the Blue Funnel Line Type, both armed, loading copper, iron, auto parts, oil, heavy machine guns packed in boxes. On docks where named ships are loading five artillery cannons, barrel length five meters, diameter thirty centimeters, stand ready for loading. Ships sail from here direct to England January 22nd. One Dutch freighter sailed January 16th from here, carried two bombers on deck ready to fly. English ships Royal Crown and Betaven loading automobiles, many iron pipes five meters long, three centimeters and five centimeters diameter, wooden beams. Both armed. One other English ship of Royal Crown type loads primarily scrap iron. Dutch ship of Blomersdyk type, armed, loads speedy power trucks, ambulances, copper and munitions. Norwegian Ship Heerde loads many heavy machines, oil, benzine, is armed. Besides these there arrived in the morning hours from fourteen to seventeen o'clock another Eight English, Norwegian and Dutch ships with little cargo. More about this in next report. It is also important that there is always activity on all steamers because much material lies ready to be shipped away. Many ships ranging from 3,000 to 12,000 tons have not yet ever been here. Greek Ship Kassandra loads trucks, hospital articles, ambulances, provisions, and munitions for Greece. Greek steamer Mount Athos is loading, could not determine what. Various Norwegian and English ships lie here in shipyards, some to be reconditioned, some to have decks and bridges reinforced as well as armaments mounted.

" U. S. Lines wants to buy at auction five steamers to be sent to England under the Panama Flag as was done some time ago with their own eight steamers under the Belgian flag. Many ships are momentarily sailing from Philadelphia. As I have learned on many days there are three to four ships for England. Swedish ship, possibly named Anna, loads suspiciously, what and where to as well as name could not be ascertained. Approximately thirty five hundred tons."

(S. 6138 p. 7)
(Exhibit 1A6-39, 41 and 43,
Q. 458 and 459)

Further, that with Agent Ellsworth he wrote out and they encoded the following message which was turned over to Agent [REDACTED] for transmission to Germany:-

" Message No. 161.

Please answer question about my expenses in letter number one seven."

(S. 4968 p. 13)

b7c
He will testify that Agent Ellsworth exhibited to him the following two messages which he stated were received from Station AOR by Agent [REDACTED] and which when decoded and translated read as follows:

" Message No. 86. I request exact identity of [REDACTED]

" Message No. 87. For Carr. Try to get minutes of Rotary Meeting August or September 1940."

(S. 4968 p. 13)

January 20,
1941.

He will testify that he received at Post Office Box 67, Madison Square Station, a communication postmarked New York, January 19, 1941, which read as follows:-

" Sunday.

Dear Harry:-

I have been wondering if you are still in circulation.

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January 20,
1941.
(Cont'd)

"

I hope you are not ill or something like
that. I am still alive and kicking.

Jim."

On the back of the envelope was handprinted,
[REDACTED] N.Y.C."

b7C

He will testify that with Agent Ellsworth he
wrote out and encoded the following message, which
was turned over to Agent [REDACTED] for transmission to
Germany.

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"
 Message No. 163.

[redacted] is known to me as [redacted] and said for his protection he is keeping his right name secret. He works with Army Air Corps in New York City."

Agent [redacted] turned over to them two coded messages which he stated had been received from Station AOR, and which, when decoded and translated, read as follows:

b7C
 " Message No. 88.

Letter number one seven has not yet arrived."

" Message No. 89.

For connection with [redacted] two times weekly contact is sufficient."

(S. 4968 - P. 16 and 17.)

He will testify from his notes

(Exhibit 1A6-5)

that at about 9:30 P.M. FEHSE entered his office and during the conversation he told Fehse that he had received a radio message from Germany requesting the names of the sixteen ships which Fehse had reported had been taken over by the British. Fehse said that he had the names; that he would mail them to him.

He then asked Fehse if he obtained all of the information himself or whether BROCKHOFF assisted him. He stated that his friend, BROCKHOFF, did nothing in this business; that he personally has to go out every morning before he started on his regular job in order to check

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the docks and see what the activity was.

He complained about his lack of time and money, stating that he only made \$20 a week and was rather confined to his job as a cook. He said that he would like to have money from the other side, but did not like to ask for it. He suggested that he, SEBOLD, send a message to Hamburg about his money situation. He asked FEHSE how his wife was being taken care of in Germany, and Fehse said that she lived in the Hofstrasse Uhlenhorst, Hamburg, and that she received Two Hundred Marks a month through GERHOFF. He stated that Gerhoff's address is Steckelhof in Hamburg; that this is a mail drop for the Marine Department under the name of [REDACTED]

He then asked FEHSE about his activities in Norway and Fehse asked him who had told him about that. He told him that METZGER or SIEGLER did. He said that Siegler had told him that he, Fehse, was "quite a boy in Norway" and caused the sinking of four boats. Fehse replied that he would not lie to him, and that he had mingled with the sailors and found out about marine movements which information he had reported to the German Consul with whom he worked "hand in glove."

After his activities in Norway he went to Bremen and there he was received very heartily by the Gestapo. At first he thought he had been arrested but they made all sorts of overtures to him trying to make him work for them. However, he claimed to have refused to work for the Gestapo on account of his "tender conscience". Then he was taken over by the Marine Department. They took him to Hamburg and he was questioned about his past experiences. They tested him in his English language and as to the location of certain cities in the world. He said that he liked this kind of activity better than being a member of the Gestapo and so he became active in the Marine Department and was sent here to the United States. He stated that he felt more like a soldier and that his conscience did not bother him.

He then asked FEHSE if he was acquainted with KNOCKE. Fehse did not know him but when he mentioned the name STRUNCK Fehse asked, "ERICH STRUNCK?" and when he said yes, Fehse said that he had known him as they had been members of the same crew on the U.S. Lines boats but that he did not know Strunck was engaged in this business.

He, Sebald, brought up the fact that he had dinner at VAN AXEN'S RESTAURANT once or twice before he knew that he, Fehse, was working as a cook. He asked Fehse where STIGLER was brought into this business. Fehse referred to Stigler as a baker. He said that Stigler started in by carrying letters to Italy and that he used to watch ships.

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He then told him that STIGLER never comes up to his office but that the other one, SIEGLER, did. FEHSE then asked about CONRADIN DOLD and as to whether or not he, SEBOLD, was still in touch with him. He told him that he presently had no connection with him and that he was very hard to meet; that he had to telephone him and then wait around for him. He mentioned to Fehse that he understood that Dold was supposed to have some big relatives on the other side. Fehse said that Dold has a brother who has some connections with the FOREIGN RELATIONS DEPARTMENT in Nazi Headquarters.

They then talked about the money situation, and Fehse seemed to be quite bitter. He said that sometimes he loses faith in his superior; that GERHOFF had asked him how much he would need for his services in the United States prior to his departure from Germany; that he told him that he would need about \$100 a month and that GERHOFF said that he knew conditions in the United States better and that he should have about \$125 a month. He said that he had had no compensation from him except that paid to his wife; that they did not acknowledge receipt of the material he sent over nor did they give him any instructions as to what he should do. Fehse then asked about his, SEBOLD'S, Diesel business and he told him that it was his real business; that he used to be so engaged and that he was actually engaged in the business. Hewent on to explain that he had very little time, however, to devote to it and that if he, Fehse, wanted to contact him it would be better to do so between 4 and 5 P.M. as during the morning he was operating his radio and that the time of the broadcasts varies with the time of the season and conditions; that he also had to check the mail box and make his contacts.

FEHSE then returned to the money situation and said that he could not understand it, to which he, SEBOLD, replied that the "big shots" can't understand such matters; that they have four or five million dollars available and that men like [redacted] drive around with a chauffeur and he, Fehse, only gets \$250 for sinking four ships. FEHSE did not deny the sinking of the ships. b7C

He then brought up his employment troubles and the fact that he had been greatly discouraged because no one would hire him after he had been followed by various law enforcement agencies; that every time he left the house or any place he would have to look up and down the street to make sure he was not being followed.

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He stated that he had a connection in South America and he, SEBOLD, asked him if it was one of the McCormack Lines. Fehse said that the man's name is CLAUSING; that he is about 32 years old, heavy set, and a cock. He said that this man tries to get information in the United States, and then mails information from South America via the Italian Air Lines to Germany.

FEHSE wanted to make a phone call to CLAUSING from his, SEBOLD'S, office but then changed his mind because he said that it would be too late to reach him by phone. He stated that he expected to see Clausing that night, and asked him if he wanted to go along. He said that Clausing lived in Brooklyn so he told him that he did not want to go; that he had been up since early morning, and that he wanted to go home. FEHSE then asked him if he wanted to see CLAUSING and he said that he, Clausing, could come to the office if he wanted to. Fehse said that he would get in touch with Clausing and have him get in touch with him, SEBOLD, in the next day or two.

Fehse then dictated a "skeleton" message, the substance of which he desired to be sent to Germany by radio in connection with the request for money. He desired that he ask if the information from South America through the connection Fink Carlos was arriving satisfactorily.

(S. 6138 - P.4)

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January 21,
1941.

He will testify that he received, addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, a letter, postmarked New York, January 20, 1941, which contained the following message:--

"

January 20, 1941

Mr. Harry Sawyer.

See you tomorrow 7 P.M. 42 Str. L.E.O."

which letter was from LEO WAALEN.

(Exhibit 1A31-65 and 67.
Q470 and 471.)

He will further testify from his notes

(Exhibit 1A31-3)

that WAALEN came to his office, Room 627, 152 West 42nd Street, New York City, about 7:25 P.M. and handed him a publication entitled, "Suggestions for Protection of Industrial Facilities, Issued by the Federal Bureau of Investigation, U. S. Department of Justice, Washington, D.C. August 1940." However, before WAALEN handed this publication to him he turned to the second page and tore out the portion of the page which contained a serial number. He, however, saw the serial number and memorized it and as he recalls, the number was 1 0 9 4 8.

WAALEN said that he had obtained this publication at his place of employment.

WAALEN asked him if he had seen FENSE. He said that he had, the day before.

WaaLEN said that he personally had a friend who worked as a die maker in a Long Island airplane factory but that the man did not know what these dies were used for.

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He gave the impression that he might contact this man for information. He also said that he was going to write to Philadelphia to his draftman friend. He said that his boss had burned a lot of stuff out in the yard but that he stood there while the stuff was burning, and that he, WAALLEN, therefore could not go to the burning material to see what it was.

Concerning the FBI publication he pointed out that FERSE had told him that he should remember everything he handed to him, SEBOLD, for transmission to Germany and that on this publication, on page 2, he had typed the phrase, "FINK 1 J 1940".

(S. 5862 - P. 12)
(Q608)

He will further testify that during the same day he sent a telegram to CONRADIN OTTO DOLD, addressed to the Hotel Governor Clinton, which read as follows:

"

Please see me Wednesday between 6 - 7 P.M. in my office, 152 West 42 Str. Room 627.

Harry Sawyer."

(S. 6313 - P. 31)

January 22,
1941.

He will testify that with Agent Ellsworth he wrote out and they encoded the following message which they turned over to Agent [REDACTED] for transmission to Germany:

"

Message number one six four. I sent micros of letter one five regarding Lang one six [REDACTED] one seven my office by Max to [REDACTED] middle November as well as micros of papers from [REDACTED] I have two naught naught expenses monthly for rent, utilities and so forth. Shall I pay these out of your bank account. Greetings."

(S. 4968 - P. 20)

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He will further testify from his notes

(Exhibit 1A2-37)

that at about 6:30 P.M. a man about 6' tall, well built, of light complexion, with blue eyes, who spoke with an accent and who was apparently Hungarian, walked into his office, Room 627, 152 West 42nd Street, and asked if he had sent a telegram to a friend of his, named DOLD in the Governor Clinton Hotel. He asked if he was HARRY SAWYER. He told him that he was, and the man said that Dold was waiting outside. He told him to have his friend come in. The man immediately left, and about three minutes later Dold walked into his office. He said that he did not have much time to spare, and that he did not want to sit down. He failed to ask him who his friend was. However, he induced him, DOLD, to have a chair and began talking to him.

b7c He told DOLD that he was sort of short on messengers and asked him if he would take some materials to [REDACTED] Dold did not refuse to carry the materials and he handed him some microphotographs. He then asked Dold about things in general. Dold said he had a long story to tell and would come back the following night. He asked Dold if he had seen his brother again since he was last in Genoa, Italy. DOLD said that he had not seen him but that his brother might show up in Lisbon some time.

He then told him that he had heard that his, DOLD'S, brother had something to do with the AUSLANDS DEUTSCHE organization in Stuttgart, Germany. Dold confirmed this.

He then asked him about the barber on the EXCAMBION who was arrested by the British. Dold said that the stewardess also had been taken in by the British but both were released. Then he said the English Secret Agents came on board the ship and had a meal there, and that both took very sick and were still in the hospital. He, SEBOLD, suggested that possibly the stewardess had put some drops in their food but Dold said he did not know anything about that, however, he said it with a broad grin on his face. He said that as a result of this incident he was transferred to the S.S. SINGAPORE. He said they made him responsible for the occurrence. He told Dold that his being transferred to the SINGAPORE would not aid him, SEBOLD, very much as he already had a man on that boat by the name of SINGAPORE.

DOLD said that he might be able to find somebody else who is trustworthy. He said that he knew the Chief Engineer of the EXCAMBION whose name is ILLHARDT, a very good German, however, he said the man is old and is going to retire in the near future. He also said that there is the Assistant Engineer by the name of FAZZANDA and that this man has a cadet engineer by the name of SCHLEUTER. He said that

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b7C this last man used to carry letters but that the MARITIME COMMISSION fired him. Dold said that he had not seen [redacted] any of the time that he had been in Lisbon and that each time he wanted to see this man he was not there. Finally he went to [redacted] private residence where [redacted] one letter of his, however, she acted very suspicious about the letter. He asked Dold if he knew a man by the name of [redacted] Dold said he knew a name similar to this but had nothing further to offer.

He said that he had brought over three letters, one for a lady in Long Island, one of which went somewhere in the south in the United States and one letter for South America. He then asked DOLD for the telegram he had sent him, because he did not want the telegram to get into the hands of someone else who might learn about his office address. Dold handed him a fragment of the telegram, which contained the message, Dold's name and address having been torn off.

DOLD said that he would see him again on Thursday night at the same time, in his office, and that he would want to take him out to eat.

The items which he turned over to Dold are as follows:-

1. A rubber tourniquet received in the mail from DUQUESNE January 2, 1941.
2. A piece of asbestos cloth, on the back of which is typed "Metalized Asbestos or other cloth for grounds." This was received in person from Duquesne January 2, 1941.
3. Two microphotographs of pamphlet concerning the "KINER WATER LIGHT" received from Duquesne January 2, 1941.
4. One microphotograph of two letters typed on the inside of two envelopes, one dated August 27, 04, and one dated August 10, 1940. Both received from Duquesne January 2, 1941.
5. One microphotograph of a drawing of a safety lamp grounds, received from Duquesne January 2, 1941.
6. Two microphotographs of a gas mask picture, one the back of which is typed, "Mask made for technical and field repair men", etc. from DUQUESNE, January 2, 1941.

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1941.

7. Two microphotographs of a picture of a man wearing gas mask, on the back of which is typed, "Technical field worker", etc., received from DUQUESNE, January 2, 1941.
8. One microphotograph of a letter addressed to "Dear Madam" sent by Eastman Kodak Company, received from DUQUESNE by mail, January 11, 1941.
9. Two microphotographs of a magazine article entitled, "QUICK-ACTION NAVIGATING CAMERA", received from DUQUESNE in the mail, January 11, 1941.
10. Two microphotographs of a magazine article, "IN THE REGION OF BILLIONS OF CYCLES", received from Duquesne in letter, January 11, 1941.
11. Two microphotographs of a magazine article, "SPANNING SAN FRANCISCO BAY", received in the mail from Duquesne January 11, 1941.
12. Five microphotographs of a five-page article, "INFRA-RED PHOTOGRAPHY", issued by Eastman Kodak Company, received from DUQUESNE in the mail, January 11, 1941.
13. One microphotograph of a page of gas shell specifications received from DUQUESNE by mail, January 5, 1941.

It will be noted that all of the above items were received from Duquesne. Dold was also given the following items which were received from LEO WAALLEN:

1. Two microphotographs of a release from the Public Relations Bureau of New York concerning enrolling recruits for reserve midshipmen, received from Waalen, December 30, 1940.
2. Seventeen microphotographs of U.S. Navy Schedule of Supplies No. 4624 (Ships), bids on which would be received January 7, 1941. Received from Waalen, December 30, 1940.
3. Two microphotographs of two pages handed informant by WAALLEN on January 8, 1941.
 - a. A list of fishing boats rebuilt by U.S. Navy

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"

b. A report on the trial run of the motor torpedo boat PT6.

4. Nineteen microphotographs of U.S. schedule of Supplies No. 4886 (ships) bids to be in on January 17, 1941. Received from Waalen, January 8, 1941.

5. Four microphotographs of Standard Government Form of Bid No. 31, received from Waalen, January 8, 1941.

"

(S. 6133 - P.33)
(Exhibits 1A31-50,
1A3-470, 1A2-79.)

January 23,
1940.

He will testify that he, with Agent Ellsworth, wrote out and they encoded the following messages which they turned over to Agent [REDACTED] for transmission to Germany:

b7c

"

Message No. 165.

English ship Javanese Prince, armed, loading copper, airplane parts, provisions, departure two three January Liverpool. Dutch Dempe, twelve thousand tons, armed and deep sea bombs, painted black, loading copper, steel, hospital articles, boxes from Harrington and Richardson Arms Co., probably rifles, revolvers, airplane parts and motors."

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"

Message No. 166

Also loading there is Dutch ship Caparoea as well as English ship, Blue Funnel line type, both armed, load copper, iron, auto parts, oil, heavy machine guns packed in boxes. Ready on docks where named ships load are five cannon, barrel length five meters, diameter three naught centimeter. Sail on Jan. 22 direct to England. Both messages from Fink."

(S. 5116 - P. 3 and 4.)

"

Message No. 167.

Fink asks whether reports from South America through connection of Fink-Carlos arrive satisfactorily. He said if he had money at his disposition he could accomplish more and would not be bound to his job."

January 24,
1941

He wrote out and with Agent Ellsworth encoded message No. 168, which was turned over to Agent [REDACTED] for transmission to Germany. b7c

"

Message No. 168

A Dutch ship left here on Jan. 16. Had two bombers ready for flying, on board. English ships Royal Crown and Botaven loading automobiles, many iron pipes five by three cm., wooden beams, both armed. Another English ship of Royal Crown type loads scrap iron primarily. Dutch ship of Blomersdyk type, armed, loads fast power trucks, ambulances, copper and munitions - from Fink."

(S. 5116 - P. 8 and 9.)

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January 25,
1941.

b7C He will testify that Agent [redacted] turned over to Agent Ellsworth and himself a coded message which he stated was received from Station AOR.

This message, when decoded and translated, read as follows:

"Message No. 90.

Missing letters received. Payment to [redacted] o.k. Take your expenses from bank deposits. As soon as deposit balance reaches two thousand please wire us for new remittance."

(S. 5116 p. 2)

He will further testify that he found, stuck in the door of his office, a note

(Exhibit 1A31-69,
Q. 465 and 466)

which was in German, which when translated, read as follows:

"Honorable Mr. Sawyer:

Fink would like to see you this evening at 8 o'clock. I have telephoned you several times but unfortunately without results. I will call you a few times more today. In case it is otherwise, please telegraph, giving a meeting place."

"Signed L.E.O."

(S. 6332 p. 5)

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This letter was from LEO WALLIN.

That also on the same day he received a letter, addressed to himself as HARRY SAWYER, P.O. Box 67, Madison Square Station, postmarked New York, January 24, 1941, and which read as follows:

"

Jan. 24. 41

Dear Harry

Jimmie likes to see you Saturday 8 PM.
o'clock in your office and Er will visit
you on Monday 8 30 PM same place

Best regards

Er.

"

(S. 6332 - P. 4)
(Exhibit 1A14 - 73,
Q472 and 473.)

He will further testify from his notes,

(Exhibit 1A37-16)

that upon receiving the note from LEO WALLIN he telephoned FEHSE at 9 P.M. instead of 8 P.M.

At about 8 P.M. a man walked into his office who he will identify as HARTWIG KLEISS. Kleiss asked him if he knew who he was. He told him no. Kleiss said that his name was JIMMY HARD. They then talked for a little while about things in general, such as their expenses, and former meetings they had had with STIGLER and SIEGLER.

He then asked HARD how he got started in this business. Hard said that he was in Genoa and that FEHSE arranged a meeting for him with GERHOFF; that he only spoke to Gerhoff about five minutes and Gerhoff told him to act as a messenger. He said that he did not hear from the other side for months and months; that apparently they don't even know his name any more. He referred to the fact that the money situation is very difficult in this business; that the other side appeared to be very cheap and expected everything for nothing.

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HARD asked him if he remembered a letter he wrote concerning the Swiss inventor a few months ago. He recalled the letter and asked how he got possession of the letter. Hard said he approached the negro porter in the shipyards of Newport News. He told the negro that he was a stamp collector, and the negro gathered up a lot of letters and handed them to him. By luck he found this particular letter in an envelope and paid the negro \$35.00.

HARD then gave him, SEBOLD, eight blueprints of the various decks of the S.S. AMERICA and told him that the markings on the blueprints for the "B" and "A" decks indicate the locations of the newly installed emplacements made at Newport News for the purpose of mounting guns on the boat. He explained that these guns would be lifted on hoists when ready to fire and that ammunition would be supplied in belt conveyors. He asked HARD how he had obtained these plans but he would not tell him and put on a mysterious air.

b7C HARD then spoke about a man by the name of [REDACTED]. He said that this man would not cooperate with him any more and that he could do nothing with him. He said that this man was living in Germany and his wife was going to join [REDACTED] in America shortly before; that she came to Genoa, Italy and was ready to board the boat but that the Gestapo switched her back to Germany.

HARD then spoke about a camera he wanted to buy to take pictures of the Panama Canal. He, SEBOLD, showed him his Leica camera. Hard had the opinion that he could use such a camera to take pictures of blueprints by simply holding the blueprint on the wall and snapping a shot of it.

He then showed HARD the elaborate equipment he had in his office for the purpose of making microphotographs. Hard did not appear to know much about photography. He asked how much a Leica would cost and he told him about \$125.00 for a secondhand one. Hard then gave him \$80 to apply on the purchase price of a camera and told him that he would see him before Wednesday night and give him the balance of the purchase price.

He recorded the serial numbers on the bills which HARD gave him, which are in his notes.

b7C

HARD also spoke of a man by the name of [REDACTED] who returned to Germany and took with him a book with some important maritime information in it, from HARD. He then gave him, SEBOLD, besides the blueprints on the AMERICA, the following:- (The blueprints on the AMERICA will be considered as No. 1)

2. Newspaper clippings bearing the following headlines:

- a. LATE BULLETINS; KNOX ARRIVES
- b. SAN DIEGO PLEASED BY ACTION IN CASE OF CUBAN LABORER
- c. AMERICA WITH ANTI-MINE BELT TO SAIL TODAY
- d. ESTABLISHMENT OF AIRPLANE FACTORY WOULD BE WELCOME
- e. F D R VISITS AT MARTINIQUE; INSPECTS BASE

3. The following clippings from NEWSWEEK, January 27, 1941:

- a. AIR RAID PROTECTION STUDIED FOR NATION'S SEABOARD CITIES
- b. THE PERISCOPE
- 4. Clipping from Yachting Magazine, December 1940 SCOTT-PAINE AND HIS WORK
- 5. Cruise schedule for United States Lines between New York, California and Mexico
- 6. Letter in German, which translated reads as follows:

"

New York, January 23, 1941.

My dear Mr. Gerhoff:

b7C

Your dear letter, care of [REDACTED] of November

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7, from London has been received by me and I am telling you that it pleased me greatly to have received a sign of life from you. Since April last year I heard nothing from you and New York has changed itself much in the meantime. However, it is too bad that you can't be among us.

As you well knew, I was until the end of July last year in the South. Since that time I haven't had very much to do in my business and very little earnings so that I have been requested to take up a side line, but where to get it without stealing (?). Sometimes something comes in but unfortunately for me it is not enough. Competition is today much greater than before.

[redacted] whose wife a short time before the declaration of war by Italy resided in Italy, pains me greatly. I do not know whether family conditions there have something to do with it but something is not in order there. He is entirely withdrawn and unapproachable. In spite of this I can't bring myself to simply let him fall by the wayside. Time will tell what is wrong. He was otherwise a fine fellow and for some months nothing better could be wished. He also hears nothing more from his wife. How long I can keep him under these conditions I don't know.

You will well be able to remember Mr. Richard Herman who had so much craving for caviar. Now what do you think he has brought about. Since his name sounds too German and he found it a hindrance in his business he changed it simply to Jimmy or Hard. What one here in America can't do overnight is often simply astounding.

I had heard that [redacted] was also supposed to have gone to Spain. He wanted to visit you. At that time I had given him a beck in English for you. Did he give it over to you all right?

It pleases me exceedingly to hear that everything is all right with your family.

The same could be said about me as far as health is concerned if only the political situation here wasn't

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"

always so strange. As a German born half-Jew one must permit a great deal to be done to him here, as even the spy danger has become much too great a propaganda medium. They also had me before them and squeezed me out like a lemon. They wanted to know where and how much means I had. I had to show my bank books and all papers. Photographs and passport were compared with the other visa photos. Some years ago I had a mustache and now none. That was very suspicious. Concerning my income I had to give a record. Also everything in entirety, almost as in Germany, until they come across the Jewish background. Then it became easier and after two hours I could leave. I think that here in America it will yet become exactly as in Germany. Oh, they were very interested as to whether I was a soldier in the last war. Well, I was not in it.

They also knew that I did not stay home much, only every fourteen days for a few hours. However, at my occupation I am not very much at home which I proved to them. With all it is not so bad except that one lives with the thought that one is continually being followed, but little by little one gets used to it. I hope that they do not follow me right into bed, because that would be dangerous because I can't help that.

b7c Did you look up the family [REDACTED] They are such fine people. I would be very pleased to hear from them.

My small camera is still not arrived and I will soon have given up writing for it.

Tell me, does the Hotel Shaftesbury still stand. It always had such a funny telegraph address. Otherwise I am still the ship that sails alone, outside of home waters and the day will come when we will clearly pipe the Kutter.

Everything good, and let me hear again from you.

Your "

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(S. 6332 - P. 6)

(Exhibits 1A37-3, 4, 5,
6, 7, 8, 13 and 15.)

At the time HARD handed him all of the above material he did not desire to have his handwriting appear on them yet he appeared to be anxious that he should get credit for the transmittal of the material to Germany. He, therefore, requested him, SEBOLD, to print his name JIMMY HARD on all of the material which he did.

He asked HARD if he knew DOLD. Hard named the ship DOLD worked on, namely, the EXCAMBION and gave him a description of Dold. He said that he did not like to work with Dold because he could not be depended upon; that he never keeps an appointment and seems to have a superior attitude.

(S. 6332 - P. 5).

He will further testify, from his notes

(Exhibit 1A6-5)

that as above stated, FEHSE and WAALEN walked into his office during the time that KLEISS was there. After Hard left, FEHSE handed him a type-written page, containing the names of American ships which had been sold to the British. This list was prepared by Fehse in response to the radio message from Germany requesting the names and tonnages of the sixteen vessels purchased by the British. FEHSE had previously given him the general information about the sixteen vessels being purchased by the British which had been sent to Germany. This list follows:

"

"Bellemina"	9,700 tons.	
"Braddock"	9,800 tons.	
"Clairton"	9,800 tons.	
"Edgefield"	10,000 tons.	
"Lorain"	9,600 tons.	
"Marker"	9,500 tons.	
"Pacific Redwood"	8,600 tons.	The sales price
"West Raritan"	8,500 tons.	of these 15 ships
"Saginaw"	8,500 tons.	in all was
"Totant"	8,600 tons.	\$3,010,800
"Wauna"	8,500 tons.	
"Western Ocean"	8,800 tons.	
"Willimantic"	7,600 tons.	
"Winona County"	9,808 tons.	
"Jadden"	9,900 tons.	

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" The above are the names of the questioned ships which were sold the beginning of December to the English.

The 12 ships which were sold on January 22, 1941 are named as follows:

"Artemis"	11,900 tons.
"Bangus"	7,600 "
"Bellhaven"	9,800 "
"Berury"	7,600 "
"Cotaty"	8,400 "
"Guimba"	8,300 "
"Highe"	7,600 "
"Invincible"	11,700 "
"Monasses"	8,400 "
"Nockum"	8,400 "
"Oskawa"	8,000 "
"Western City"	8,600 "

These ships are laid down in Norfolk, Virginia, New Orleans and Bremerton, Washington. The firm J.H. Winchester & Co. Inc., New York, was the broker of this transaction. The ships were taken over from the following lines:

Houlder Line
Blue Star
Royal Mail
Cunard White Star
Mess Hutchinson Line
T. J. Harrison
Donaldson Brothers & Black
Kaye Sen. & Co.
Canadian Pacific Steamship Co.
Lamport & Holt Ltd.
Ulster Steamship Co.
Booth " Rines

The United States Lines has purchased the following

5 ships:

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"Bakersfield"	8,542 Ten
"Egremont"	9,958 "
"Jacob Ruppert"	8,585 "
"West Pocasset"	8,553 "
"West Campaw"	8,591 "

"

(S. 6332 - P. 12)

FERSE also handed him two handwritten sheets of paper one of which had writing on both sides. He said that he wanted to take time to typewrite this matter but he, SEBOLD, told him to leave it as it was - that he could write it. These pages when translated, read as follows:

"

Names of boats loading here noted upon making inquiries during the week were unfortunately lost. Therefore, this compiled report. There is a lot of traffic in port and loading are 11 English steamers, 3 Greek steamers, 11 Norwegian steamers, 6 Dutch steamers, 2 Polish steamers. Cargo of all boats consists of a large amount of copper, steel and iron bars and plates in many different ships. For example, bars four meters long and ten centimeters thick. Wire cable, barbed wire, plates approximately 4x4x1 1/2 cmt. Thin flexible bars seven meters long. Sides and parts and plenty of engines or motors from many American factories for example, Allison, Celts Manufacturing Company, General Motors, Remington. Destination and receiver are factories in Coventry, London, Liverpool. Also plenty of boxes without names or markings. Have learned that some are coming from a firm by name of Picatinny and the contents are explosives and grenades. Also hospital supplies and ready-to-go ambulances painted blue and brown. Also provisions - oil and kerosene in barrels. One of the English steamers is loading wheat; another one scrapiron. All are armed with some deep sea bombs, anti-mine explosives.

At least two Polish steamers named "Wolexiow" and "Zechistran", also one Norwegian, one Dutch, are all six to nine thousand tons. Names of two others are "Maria Springbuck" and "Coagan".

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Eleven of these ships left the New York Harbor between January 25 and 26. Others sail January 30 to February 1. Several of English ships are former American boats bought early in December as reported, reconditioned in local shipyards. In Drydocks at present are four English steamers and three Norwegian steamers. Also are resting on barges two enormous transport planes ready to be loaded, wings, motors dismantled. They can take about 35 persons. Have to be taken as deck cargo on account of dimensions. I could not see which steamer is taking same aboard. Loadings are rapid but on decks there is much material ready. Deliveries of materials are without interruption.

American freighters and passenger boats which sail from USA ports to Africa take only war materials; for example, trucks, airplane parts, auto engines, tractors. Departed for Canada "Markland" and "Townsend"

(signed) Fink"

(S. 6332 -- P. 13, 14 and 15.)

He, SEBOLD, then gave WAALLEN a scolding for dropping the note in his office using his fictitious name. Waalen made no reply.

(Exhibits 1A6-44, 45, and 47; Q465, 466, 467, 468 and 469.)

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January 27, 1941.

b7C

He will testify that Agent [redacted] turned over to Agent Ellsworth and himself a coded message, and which, when decoded and translated, read as follows:

"

Message No. 91.

Please determine since when General Motors Corporation manufactures airplanes in Fairbanks. How large is the output. How large is company. What types. Own construction or licensed work."

(S. 5116 - P. 7)

He will further testify that he received a note under the door of his office from ERWIN SIEGLER which was written in German, and which, when translated, read as follows:-

"

Churchill is supposed to have been here on the GEORGE V and ROOSEVELT and KNOX visited him on board.

Afzg."

A postscript in English says:

"

See you tonight 8:30 Greetings.

Er"

(Exhibit 1A14-75,
Q474 and 475.)

He will further testify from his notes

(Exhibit 1A15-20)

b7C that ERWIN SIEGLER walked into his office, Room 627, 152 West 42nd St., New York City, at about 8:15 P.M. and told him that he should send the message which he found under his door to Germany right away as there might be a possibility "to knock off" CHURCHILL. He asked SIEGLER how he got this information. Siegler said that a friend of STIGLER who worked around the docks in Newport gave him the information. He said that he knew the man but could not recall his name and address. He asked Siegler about [REDACTED] Siegler said that this man [REDACTED] the S.S. AMERICA and is not active any more in this business because the Germans gave him a "raw deal" regarding his wife coming to America. He said that she was already in Genoa to embark for the U.S.A. when through some manipulations of HARD she was switched back to Germany with the help of the Gestapo; that since that time [REDACTED] took to drinking and had lost interest in everything.

He asked SIEGLER about [REDACTED] and he said that this man [REDACTED] profession; that he worked on shore for a while but went back to Germany on the Export liner.

He then asked him about incendiary bombs and Siegler said that at the time the U.S.A. purchased some Belgian steamers, a friend of STIGLER who works in Newport News, wanted to put some incendiary sticks in these steamers; that Stigler wrote to Germany to furnish them with such incendiary sticks but Germany told them to "lay off" and not engage in such activities. Siegler did not appear to know Stigler's friend.

SIEGLER then talked about HARD and said that he used to be on a German sea raider during the World War; that he wants to be the "big boss" in this outfit but that "he is only a wind bag who tries to rest on other people's laurels".

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SIEGLER then handed him an additional \$50 to be applied to the \$80 which KLEISS had given him with which to purchase the Leica camera. Siegler said that films should be purchased with the rest of the money.

He, SEBOLD, recorded the serial numbers of the money turned over to him. Siegler then asked him what time he would be in his office and he told him about five o'clock. Siegler said that he and Stigler had been up to the office during the afternoon but had not found him in.

He stated that he would return with STIGLER the next night between 6 and 8 P.M.

(S. 6401 - P. 3)

January 28, SEBOLD will further testify that he went to ABE COHEN'S EXCHANGE, INC., New York City, and purchased a Leica camera, Model G, #261473, with a Summar F-2 lens, #386559, together with a carrying case, the price of which was \$125 plus tax of \$2.50 totalling \$127.50. He also purchased two rolls of Panatomic film, price \$1.50 plus tax of four cents, spending a total of \$129.34.

He obtained duplicate receipts and printed on the original receipt the following:-

"Lens Summar F-5 C M 1 and 2."

(Exhibit 1A14-79)

(S. 6401 - P. 5)

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b7C He will further testify that with Agent Ellsworth he prepared and encoded Messages #169 and #170, which were turned over to Agent [REDACTED] for transmission to Station AOR, Germany.

"
Message No. 169.

From Fink - Norw. Ship Heerda loads many heavy machines, oil benzine, is armed. Besides these there arrived in morning hours from 14-17 o'clock another eight English, Norwegian, and Dutch ships with little cargo. More about this in next report. Important is fact that there is always activity on all ships as much material lies ready to be shipped away. Many ships ranging from three thousand to twelve thousand tons have never yet been here."

"
Message No. 170.

From Fink. Greek ship Mount Taysetus is loading. Could not determine what. Various Norwegian and English ships lie here in shipyards, some to be reconditioned, some to have decks and bridges reinforced as well as armaments mounted. U. S. Lines wants to buy at auction five ships to be sent to England under the Panama Flag as was done some time ago with their own 8 ships under the Belgian flag. Many ships are momentarily sailing from Philadelphia, some days three or four ships for England."

(S. 5116 - P. 16 and 19.)

b7C That Agent [REDACTED] turned over to them two coded messages which he stated had been received from Station AOR and which, when coded and translated, read as follows:

"Message No. 92.

Ask Erwin to get information about Ralph G. Dooley ex-Captain of S.S. PRESIDENT ROOSEVELT. Regards. [REDACTED]

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"
 Message No. 93. To what address can money
 for Fink be sent. "

(S. 5116 - P. 13)

He will further testify from his notes

(Exhibit 1A15-27)

that at about 7:05 P.M. Siegler came to his office, Room 627, 152 West 42nd Street, and he said that STIGLER would come around in about half an hour and if the air was clear, meaning that he would come in if he felt it was safe. He handed Siegler the LEICA CAMERA he had purchased that day and a duplicate of the bill, however, on the duplicate bill he erased his name. Siegler asked where he bought the camera. He told him at Cohen's Camera Exchange. He also gave Siegler the two rolls of film and the balance of sixty cents, stating that the other six cents had been spent by him on subway fares. They both laughed. Then he asked Siegler when he would be able to see CLAUSING. Siegler said that Clausing had already left. However, he handed him a slips of paper, apparently torn from a Bridge score pad, on which was printed in pencil

b7C

Rio de Janeiro, Brazil.
 Clau S.S. Argentina
 Kitchen Dep."

(Exhibit 1A14-77
 Q 476).

SIEGLER said that the present address is a mail drop and that CLAUSING sends his mail to Germany through that address by Italian Air Mail.

He then handed Siegler a copy of German Message No. 91 which asked about airplane production in Fairbanks by the General Motors Corporation and he suggested that he, Siegler, may run across information of that nature on the west coast. He also handed him a copy of German Message #92 concerning RALPH O. DOOLEY.

SIEGLER stated that this man was Chief Officer on the S.S. WASHINGTON and that he was fired for drinking; that he believed that he was divorced; that his wife was the First Secretary of MAC CARTY, Vice President of the U. S. Lines and that he, SIEGLER, used to run around with DOOLEY in 1936 in Hamburg; that there they used to hang out

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at the Hotel Stein. He said that he knew a sailer who knows all about DOOLEY and that he would find out more about him and radio the exact data. He said that he and Dooley and [REDACTED] the boat, used to run around Hamburg together all the time.

He then asked him about the KING GEORGE V battleship, and the purported visit to America by Churchill on that boat. He pointed out that Churchill could not have been on that boat because the newspapers printed his pictures shaking hands with WILKIE in London at the same time. However, Siegler said that any photograph can be faked and that anyway the message should be sent as it was a "scoop". He then asked Siegler where the report came from. Siegler said that Stigler got the report from a man who Fink lives with, and that he is Deck Machinist on the U. S. Lines. He said that this same man had furnished Fink with some information on other ships. Siegler then said that Stigler had won a silver cup for the big cake he had baked; that the prize was given by the Foreign Chamber of Commerce and that Stigler's picture would probably be in the papers next day.

b7C He, SEBOLD, then referred to German Message #92 signed [REDACTED]. He asked Siegler if [REDACTED] Siegler said that it was but that he did not think that [REDACTED] was the "big boss" of the outfit in Germany because he was supposed to be serving in the German Air Corps somewhere on an island in the North Sea. He said that he had known [REDACTED] from working with him on boats and that he was last in America in 1939.

Concerning his getting started in espionage work, SIEGLER said that he had met GERHOFF in Italy and said that Gerhoff had offered him \$20 for his services, and that was the way the German government treats naturalized German Americans; that they ridicule them in every way possible during peace time and in war time they want to use them for their own illegal purposes. He said that Gerhoff told him he must be something of a play boy to which he replied that he used to be the biggest "whore master" in Germany. Gerhoff said "You keep that up".

He then referred to the fact that they had put KNORKE in jail before coming into this business. They then talked about the fact that one is treated much better on American boats than on German boats and that the pay is better. They then talked about the coming trip to San Francisco through the Panama Canal. Siegler said that he used to be a union delegate, and had to handle the whole boat but is no longer active in the union.

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He then asked him what kind of pictures HARD intended to take with the Camera. Siegler said that he intended to take pictures of the "U. S. Army and Navy and around Colon".

In talking about money SIEGLER said that HARD makes a lot of money on meat and so forth besides his salary on the boat; that he, SIEGLER, personally gets \$135 a month and STIGLER \$195 a month. He said that Stigler's wife was not dependent on the Germans for a living. He then asked if he could get in touch with him if he wanted to write, and SIEGLER said simply to address the communication to him as Chief Butcher, S.S. AMERICA, U.S. LINES, San Francisco.

b7C He then asked Siegler if he ever listens in on the radio to speeches made by ADOLPH or HERMAN and they began talking about radio contacts and Siegler said something about Stigler having gone to Philadelphia to contact someone but that he had contacted the wrong man; that apparently there were two radio stations there. Siegler did not seem to know whether the man's name was REUPER or [REDACTED] which names were mentioned to him. Siegler said he did not meet the man.

He then asked Siegler who the Big Boss is over here and Siegler laughed and said FINK. He also brought up again the name of the incendiary pencils and Siegler said he had never had any of them; that the only pencils he had heard about were those used in invisible writing about which they had previously talked.

They waited until 8:25 P.M. for STIGLER and then SIEGLER left, taking the camera with him.

(S. 6401 - P. 5)

65-1819

January 29,
1941.

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which he stated had been received from Station AOR. This message, when decoded and translated, read as follows:

"

Message No. 94.

Last letter from Carlos received here January 24, 1941. Reports from Carlos are unfortunately somewhat out of date as a result of transmission by letter but are nevertheless important."

(S. 5116 - P.18)

January 30,
1941.

He wrote out and encoded Message No. 171, with Agent Ellsworth, which they turned over to Agent [REDACTED] for transmission to Germany.

This message read as follows:

"

Message No. 171.

From Fink - Greek ship Kassandra Louloudis loading trucks, hospital articles, ambulances, provisions, and munitions for Greece. Swedish ship probably Anna loading suspiciously. I could not determine what and destination as well as name. About three five naught naught tons."

(S. 5116 - P. 20)

WILLIAM SEBOLD will testify that he received a letter addressed to himself as SAWYER, Post Office Box 67, Madison Square Station, postmarked West New York, January 30, 1941. This letter was from ERWIN SIEGLER and read as follows:-

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Dear Harry:

Mr. O. Dooley got fired on the S.S. Washington Nov. 10 over argument with a Passenger over a woman threatened them to throw them over the side, after this the couple sued the line. After this it was heard he worked in the office of the navy. Heard he lives separated from his wife. Somebody said he made lately a trip on a navy tanker.

Best regards ER Afzg."

(S. 6401 - P.9)
(Exhibit 1A14-80
Q477 and 478.)

He will further testify that on the same day he telephoned to PAUL FEHSE at VAN AXEN'S RESTAURANT and made an appointment with him to come to his, SEBOLD'S, office that evening.

(S. 6438 - P.4)

On the same day he received a letter from ERICH STRUNCK addressed to himself as SAWYER, at Post Office Box 67, Madison Square Station, New York City. This letter read:

"

Dear Harry,

See you Friday at 7 P.M. [REDACTED] b7C

(Exhibit 1A23-46,
Q496-497,
S. 6438 - P. 26).

He will further testify from his notes

(Exhibit 1A6-5)

that on the same day at about 9:45 P.M. PAUL FEHSE came into his office, Room 627, 152 West 42nd Street, New York City. He handed Fehse a copy of the two messages, Message #93 and Message #94, received from Germany on January 28 and 29, respectively, one of which asked to what address can money to FINK be sent and the other advising that the last letter from Carlos was received January 24, 1941 and so forth.

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SEBOLD told FERSE that he has banking connections through which the German authorities have sent him money, and that the same connections were open to him if he wanted to use them. Fehse stated that the other side should send his money to his, Sebald's, bank account and that he could then pay the money to him.

FERSE then handed SEBOLD a handwritten sheet of paper, with writing on both sides, written in German, which, translated, reads as follows:

"

Dutch ship Dempo (reported) stopped here a week over sailing time at a different anchoring place. I observed her twice. She took on no more cargo.

Arrived January 27th Dutch ship same type as Dempo, armed, anti-mine ring; is loading. A dutch passenger steamer of approximately 14,000 tons with one smokestack (tropical steamer) armed, painted gray is loading.

Also one English passenger steamer of the Georgic type, armed, two smoke stacks, short and heavy set; ship of modern construction, is loading.

Ships have brought crews to man the ships purchased here. Cargo of all ships consists of important war materials such as already often reported. I could not determine exact data regarding sailings. Probably won't leave before February 5th. All big steamers are together in convoy. Arrived: English steamer, Hacteria, armed fore and aft; not loading. Possibly will go into ship yards here. She brought officers for ships purchased from U.S.A. Is a former whaling boat and is used now as a tanker and transport. Swedish steamer painted black, blue smoke stack marked with an "S", approximately 4,500 tons, loaded only for England, sailed from here January 29th. Also Swedish steamer, Derethea, is loading. Also English ship, Phemius, is loading highly important materials; armed; mentioned in last report but did not have name. Departure with others January 29th to February 2nd. Greek steamer Kapica is loading for Greece and another Greek steamer for England. Both not armed. Both won't leave before February 5th. One large Norwegian steamer, Meldanger, is loading. Also Norwegian ship of the type Mosfruit. Could not determine armaments. Cargo consists of the same as mentioned above. Nothing extraordinary. The same cannons are still on the pier. In the meantime several steamers have arrived including Norwegian, Dutch, English. Various enemy ships lie

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"

in the ship yards.

I found out in conversation with Dutch sailors that at the moment England uses any ships at her disposition to get all the material possible during the winter months while danger of U-boats and airplanes is at a minimum. Minor repair jobs are not being taken care of.

I do not know how important it is but I have heard that the U.S.A. will occupy Ireland and protect her with the fleet early in March. It might be well known that the U.S.A. is modernizing its war ships with armaments, anti-aircraft guns, reinforcements of decks. Work is being done feverishly in the ship yards.

Signed, FINK"

(S. 6438 - P. 4)

He will produce a portion of a letter that ~~HEHSE~~ was writing to GERHOFF. This is one page long and handwritten, in German. Translated it reads as follows:

"

Honorable Mr. Gerhoff:

'Everything is in the best of butter.' I have, as already reported, steady work in my occupation, but make my rounds in the morning before eleven o'clock and evenings after ten o'clock. Sometimes I go here and there and look and look and listen. I think it is better so because of the happenings of last summer. I think that reports through H.S. - Fink as well as mail has always reached you. Gradually, in the near future, you will probably know more. The situation in general will probably be well known to you (much propaganda and agitating of the people makes them ripe for the worst) but there is also intensive and secret work being done. For instance, in various parts of the land mighty factories are being

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"
 built for the production of explosives.
 Harbors are being enlarged where possible
 through purchase of bordering pieces of
 land. Such locations are immediately taken
 into hand in order to further a great
 building program (marine and merchant ships)."

(S. 6438 - P. 6)

He also handed him a handwritten telephone message,
 which he stated he received from some people that he knew and whom he
 was to see the following Sunday, February 2. The message, as telephoned
 to him, is in German, and translated reads as follows:-

"
 One hears that Churchill was on board KING GEORGE
 V. Therefore secret doings. The big rats are
 leaving the ship. Possibly also a transfer of
 valuables. Analogous to Polish fleet (if this is
 not proveable it is good propaganda. England will
 hate America more than France. England hates
 promises of help which are not kept.)"

(S. 6438 - P. 6)

He also handed him, SEBOLD, some newspaper clippings
 bearing the following headlines:-

- "
 a. "3,600 BOMBERS NOW SOUGHT BY AUTO INDUSTRY".
 b. "J.L. LUCKENBACH SEES INCREASE OF 50% IN SHIP
 BUILDING OUTPUT."
 c. "SMALL FIRMS BEING CATALOGUED FOR DEFENSE ORDER
 CONTRACTS."
 d. "CHRYSLER REPORTS RISE IN U.S. TRUCK ORDERS."
 e. "U.S. OPENS BIDS ON WOOL SOCKS AND UNDERWEAR."

(S. 6438 - P. 7)

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FEHSE also handed him two letters, one in an air mail envelope, addressed in longhand to [REDACTED] Hamburg 21, Hafweg 60 and the other in a plain envelope, addressed the same except that the writing is handprinted. He asked to have these letters taken to Lieben and mailed there. These latter two were personal letters and were to his wife and children.

(Exhibits 1A6-50, 51, 53, 55, 57, 58, 60, and 62. Q605, 606 and 607.)

b7C He then asked FEHSE if BROKHOFF is helping him in his work. FEHSE denied that he receives any aid from Brokheff. He then asked Fehse if he knew a man by the name of [REDACTED] Fehse said, [REDACTED] who he said used to work [REDACTED] and then in some kind of U.S. Lines boat. He thought perhaps it was the MANHATTAN.

FEHSE said that he knows [REDACTED] is a Nazi who once gave him some information. He claimed not to know the man's name but stated that the people whom he is going to see who he is to see on Sunday knows him and that he might be able to get the name and address from them. He then asked FEHSE about incendiary pencils. Fehse said that he used to know some longshoreman who gave him information about ship's cargoes and who used to shove grenade boxes around the smoke stacks of the boats they loaded. They offered their services to them to place incendiary pencils in the cargoes. Fehse stated that he asked GERHOFF about this and that Gerhoff told him not to do any such thing.

He then asked FEHSE for the names and addresses of these longshoremen but Fehse stated that he did not know their names and could not remember them because when he found out that Germany was not interested he lost all connection with them. He then asked Fehse if he knows REUPER. Fehse denied knowing him.

FEHSE requested that he telephone him after 3:00 P.M. when he wanted to reach him on the telephone for any reason.

(3. 6438 - P. 4)

65-1819

January 31,
1941.

b7C

He will further testify that with Agent Ellsworth he wrote out and they encoded the following message which they turned over to Agent [REDACTED] for transmission to Station ACR, Germany.

"

Message No. 172.

From Fink - In harbor are loading 11 English ships - 3 Greek ships - 4 Norwegian ships - 6 Dutch ships - 2 Polish ships. 11 of these ships left N.Y. harbor from 25 to 26 January. Others should leave between Jan. 30 and Feb. 2. All armed. Some deep sea bombs. More particulars in letter."

(S. 5116 - P. 22)

He will further testify from his notes

(Exhibit 1A23-5)

b7C

that at about 7:20 P.M. ERICH STRUNCK came to his office, Room 627, 152 West 42nd Street, New York City, and stated that he had seen [REDACTED] and that he had nothing for him, SEBOLD; that [REDACTED] had told him that he had sent some money for him, STRUNCK, by Clipper.

He handed STRUNCK the \$50 which he had received from MEZENEN as a Christmas present. He made a record of the serial numbers of this money prior to the arrival of Strunck, and compared it with the serial numbers which he had noted when the money was turned over to him by Mezenen on January 17, 1941.

STRUNCK said that on his outbound trip toward Lisbon he was searched by the British in Bermuda; that they went through all of his effects and found some old photographs of British battleships in his suitcase. They also took from him a small new radio he had purchased. After examining the radio they returned it to him and amused themselves but they questioned him about the pictures of the battleships. He told them that these were old pictures he had taken before the war; that he was a collector of pictures of battleships. They kept the pictures.

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b7C He asked STRUNCK if he knew [redacted] Strunck said that he knew a man by the name of [redacted] who used to [redacted] S.S. MANHATTAN but that he does not know about [redacted] activities at all in the spy business. He then told Strunck that he understood that CONRADIN DOLD was his, Strunck's, superior on the S.S. SIBONEY. Strunck said that he knew that and that he had already met Dold on the boat. He then told Strunck that he and Dold should not discuss their spy work together; that DOLD was also carrying material that trip, and that they should keep separated from each other as much as possible.

STRUNCK said that the SIBONEY had carried a stow-away to Lisbon on the last trip and that the man was a German submarine officer who escaped from a concentration camp in Canada and made his way to New York and stowed away on the boat. The man spent twelve days in a life boat living on biscuits and water. When the boat arrived in Lisbon he went to the German Consul and was sent by airplane to Berlin.

He will further testify that he handed Strunck the following items:

"

1. December 1940 issue of Canadian Aviation magazine which was received from DUQUESNE in person on January 2, 1941 by informant.
2. Copy of the TIMES ATLAS OF THE WAR received from DUQUESNE in person January 2, 1941.
3. Issues 9, 10, 11 and 12, Volume II of AERONAUTICS received by mail from Duquesne January 13, 1941.
4. The following items, the originals of which were handed to the informant, January 25, 1941, by JIMMY HARD (Hartwig Kleiss).
 - a. 12 microphotographs of the 8 blueprints of the S.S. AMERICA with pencilled markings on A and B decks showing the location of the new gun emplacements. (In none of the material sent was there any description of these markings nor was their meaning set out. It is not known whether KLEISS sent a separate letter describing the markings.)

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- b. 2 microphotographs of the cruise schedule of the United States Lines.
- c. 1 microphotograph of a typed letter addressed to GERHOFF.
- d. 1 microphotograph covering the following newspaper clippings. Headlines
 - 1. Establishment of Airplane Factory would be Welcome.
 - 2. F.D.R. Visits at Martinique.
 - 3. America with Anti-Mine Belt to sail Today.
 - 4. Santiago pleased by action in case of Cuban laborer.
 - 5. Late Bulletins - Knox arrives.
- e. Two microphotographs of a magazine article entitled "Scott - Paine and his Work", from Yachting, December, 1940.
- f. One microphotograph of a magazine article, "The Periscope" from News Week, January 27, 1941.
- g. One microphotograph of magazine article, "Defense" from News Week, January 27, 1941.
- 5. The following microphotographs of original material which were handed to the informant by PAUL FEHSE on January 25, 1941.
 - a. 1 microphotograph of a typed page which lists the names of ships purchased by England.
 - b. 3 microphotographs of a handwritten report, 3 pages long concerning ship movements in New York and beginning "NAMES DER SCHIFFE HIER IN LANDUNG".

(S. 6438 - P. 27)
 (Exhibits 1A3-473, 475,
 476; 1A26-48, 1A37-49,
 5, 6, 7, 8, 9, 11 and
 13.)

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He will further testify that at about 7:20 P.M. shortly after STRUNCK entered the office, RENE MEZENEN telephoned to him and stated that he was leaving on the Clipper the next day for Lisbon. He told Mezenen that he was sorry but that he had nothing urgent at that time for him to take over.

(S. 6161 - P. 18)

February 1,
1941.

SEBOLD will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself in code, two messages which he stated were received from Station ACR. These messages, when decoded and translated, read as follows:

"

Message No. 95.

Your Message number one six nine. Report from Fink following the word armed is worthless as generally only precise reports with the non-essentials are useful."

"

Message No. 96.

For Fink, Swedish Ship Anna carries only one three four five tons. If names cannot be determined report type, characteristic superstructure, paint. Prompt report of the date of departure in all ship reports very important."

Further, that they wrote out and encoded Message No. 173, which read as follows, from Aufzug:

"

Churchill is supposed to have been here on the GEORGE V and ROOSEVELT and-KNOX visited him on board."

This encoded message they turned over to Agent [REDACTED] for transmission to Station ACR in Germany.

(S. 5250 - P.2)

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February 3,
1941.

He will further testify that Agent [redacted] turned over to Agent Ellsworth and himself two coded messages which he stated had been received from Station ACR. These messages, when decoded and translated, read as follows:

"

Message No. 97.

Please give particulars about [redacted] They are necessary to his own security even if his name is not right. Second check on Aufzug's report regarding Churchill."

"

Message No. 98.

First please ask Bang whether his firm receives time fuses other materials out of Switzerland. Details about same important. Second, please tell [redacted] that his work is very good and ask whether the data concerning army air corps are all of the same date."

b7C Further, that they wrote out and encoded Message No. 174, which read as follows:

" Please send money for Fink my name to my bank. Then I will give it to Fink."

This coded message was turned over to Agent [redacted] for transmission to Station ACR in Germany.

(S. 5250 - P. 7)

He will further testify that he received a letter from either LEO WAALEN or PAUL FESSE which was addressed to himself as SANIER at Post Office Box 67, Madison Square Station, and postmarked New York, February 1, 1941. It read as follows:

" If you will, please send these on to the address of GERHOFF. L.E.O."

The letter also contained documents which were numbered Fink 2 and Fink 3, which were in German, and which when translated read as follows:

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"

1. The Consolidated Steel Corporation Ltd., Los Angeles, California, has been given a contract for two marine transport ships (more particulars will be reported later.)

Steamer "Donald McKay" (Moore-McCormack Line) will be taken over by the United States Navy. Three other ships of this line have already been taken over.

Steamer "President McKinley" former American Mail Liner, will be converted into an Army Transport Ship. Also the steamers "President Jefferson", "President Grant", and "President Jackson" were taken over by the Navy and are at the present time under remodeling.

Among others which have been taken over by the United States Army were the steamers "American Legion", "Western World", "Pan American", "President Roosevelt" and the already reported one time German steamer "America". The steamer "George Washington", 23,788 gross tons, is being remodeled in the Newport News Shipbuilding and Drydock Company for the Army (formerly German).

The British Purchasing Commission is in negotiation with the Southern Pacific Company, daughter-company of the Morgan Line, over the purchasing of 13 fast freighters (only few passengers). This type of ship was sold recently for \$67 a ton. For this fleet of approximately 125,000 the price would be about \$8,400,000.

Defoe Boat and Motor Works, Bay City, Michigan.
 2 submarine destroyers, 170 and 174 feet, for U.S. Navy.
 3 tug boats, 100 feet, for U.S. Navy.
 4 Mine Searchers, 220 feet, for U.S. Navy.
 12 Escort Vessels, 175 feet, for U.S. Navy.

Taken over by the United States Navy was the steamer "Alder" 2,076 tons; motor tug "Crusader", 183 tons, and "William J. Moran", 183 tons; further the Diesel yachts "Pegasus", 190 tons, and "Nakhoda" 958 tons.

The schooner "Sir Thomas J. Lipton", 1358 gross tons, 188 net tons, length 209 feet, has been sold to the Holland

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Tug & Barge Co. Ltd., British Columbia.

The steamer "North King" built in Germany (ex-Liebenfels), 1903, in Vegessack, 375 feet long, 10 knots, has been sold to the Companie Diana de Vapores, S.A., Panama City.

The steamer "Portland" (former "Jacox") built 1919, gross tons 2648, net tons 1621, length 289 feet, 9½ knots, has been sold by the Hammond Lumber Company, Portland, Oregon, to the Companie Columbus de Vapores, Panama City, Panama.

The "Albina" Engine and Machine Works, Inc., Portland, Michigan, received a contract from the United States Navy to build five gasoline tankers (Diesel motors from the Union Diesel Engine Co., California), twin screws. Construction time 560 days; price, \$1,751,270 for each ship.

The steamer "Saccarappa" was chartered by the South Atlantic Steamship Company to N.V. Stamvaart Maatschappij, Nederland, for a boat trip to Holland, East Indies, and Singapore, via Panama Canal.

The old Groton Iron Works Ship Yards, Connecticut, has been bought up from Atlantic Coast Shell Gasoline Company.

b7C There supposedly under the [REDACTED] several 8,000 to 9,000 ton freighters will be built, probably for England, Norway and Holland. This shipyard was closed down after the World War and is now being reopened.

(Signed) FINK 2*

"

2. The Cris-Craft Corporation received a contract from the United States War Department up to \$37,944 for the construction of 27 speed boats, which in all probability will be used as crash boats; in the cabins are beds for stretchers and on deck is a strong search-light. The boats are 22 feet long, 7.3 feet wide and received a 95 horse power motor (speed 30 miles an hour); decks painted yellow; above water white; under water green.

The steamer "Bayou" (former Lake Fairfax) built 1919, Wayandote, Michigan, gross tons 2,649, net tons 1614; length

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251 feet, 9½ knots, was sold by the Bayou Steamship Company, New York City, to Sud-Americano de Vapores, S.A., Panama City, Panama.

The yacht "Star Dust" to E. Moss & Co., London, England, length 48 feet, 17 knots speed.

From Agwilines Inc. in New York City, to the San Juan Shipping Company, Panama City, Panama, the passenger and freight ships "Ponce" and "San Juan". The "Ponce" constructed Wilmington, Delaware, 1899, gross tons 3506, net tons 2192; length 317 feet, speed 12 knots; the "San Juan" constructed 1900; gross tons 3511; net tons 2194; length 217 feet; speed 12 knots.

The yacht "Mary" from the Cummings Diesel Engine Company, New York to H. E. Moss & Co., Ltd., built 1930; gross tons 23, net tons 15, length 47 feet, speed 14 knots.

From F. C. Theobald, New York City, the freighter "Hirondelle" to Madrigal & Company, Manila, P.I., built in La Seyne, France, 1911, gross tons 1234; net tons 845; length 291 feet; speed 17 knots.

As has been brought to my attention the following ships (see report) of the Black Diamond Line, which were supposed to be sold to England, were held back temporarily by the Maritime Commission; Black Gull, Black Eagle, Black Falcon, Black Hawk.

Twenty-five freighters are being built by the Newport News Shipbuilding and Drydock Company. These are some of the 200 ships which under Roosevelt's emergency shipbuilding program of January 3rd are supposed to be built. The firm has the intention of buying up the North Carolina Shipbuilding Company for this construction, which company has not been in operation since the World War.

The Maritime Commission has negotiations with three newly founded shipyards which should complete a total of 87 of the 200 ships.

The Oregon Shipbuilding Company, Portland, Oregon, under the direction of C. A. Shea, Los Angeles, should build 31 of these ships.

b7c The California Shipbuilding Company of Los Angeles, [redacted] the Seattle-Tacoma Shipbuilding Company - 31 ships.

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b7C

The Houston Shipbuilding Company, Houston, Texas,
under [REDACTED], Todd Shipyard Company,
New York City -- 25 ships.

The ships are suppose to be 7,500 and to run 10
to 11 knots, to be simple in construction in order to spare time,
as well as to stress the greatest possible load capacity.

The firm Spriesch Tool and Manufacturing Company,
100 Howard Street, Brooklyn, New York, is now producing bomb
racks, release mechanisms, gun mounts, fusilage parts and tail units.

(Signed) FINK 3"

(S. 6501 - P.5)

(Exhibits 1A6-65, 66, 67,
68; Q 605, 606 and 607.)

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February 4,
1941.

He will testify that as a result of the radio message received on February 3rd concerning LANG he typed up a letter to Lang which he addressed to him at his home, and mailed and which read as follows:

"

Dear Mr. Lang,

I would like to see you. I have some business news from your friends. And I would like to show you my new location. Please phone BRyant 9-1609, Thursday, February 6, between 5 and 5:30 p.m.

Yours truly,

H. Sawyer. "

(S. 6475 - P. 2)

February 5,
1941.

He will further testify that with Agent Ellsworth he wrote out and they encoded the following messages which were turned over to Agent [REDACTED] for transmission to Germany:

"

Message No. 175.

I will send more particulars about [REDACTED] in letter. Will speak to him about message nine eight as soon as possible."

"

Message No. 176.

Local newspapers published pictures of Willkie and Churchill together in England at same time George Five was here. Yet Aufzug is convinced that pictures are fakes. Fink says - one hears Churchill was on board - therefore secret activities - the big rats desert the ship. Probably also transfer of valuables - analogous to Polish fleet. The rascals have experience. If it can't be proved, it is good propaganda. England will hate USA more than France. England hates promised help which is not given."

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"

Message No. 177.

Fink writes. Dutch ship Dempe was here a week longer than scheduled departure. Loaded nothing more. Arrived one Dutch ship type Dempe. Loading. A Dutch passenger ship, about one four thousand tons, loading, gray paint. English ship, Georgic type, two smokestacks, loading. Ships brought crews for ships purchased here. All ships loading war materials. Probably all in convoy. English ship Hectoria arrived. Not loading. Probably going to shipyard. Brought officers for ships bought from U.S."

"

Message #178.

Swedish ship Dorothea loading suspiciously. English ship Phenius important material. Armed. Departure two nine or Feb. one. Greek ship Ikapion loading for Greece. Another Greek ship for England. Sail from here about Feb. five."

"

Message No. 179.

b7C [redacted] and Knerke now work together. I have sent material with both [redacted] Max will not take anything more. Says he is not paid enough. Arrange with [redacted] to get other connections so that I can send things without loss of time."

(S. 5250, P.12,13,16,17.)

February 6,
1941.

Sebold will testify from his notes

(Exhibit 1A10-4)

that HERMAN LANG telephoned to him at his office at about 5:15 P.M. He stated that he would be in the office in about twenty minutes. Lang arrived at his office, Room 627, 152 West 42nd Street at about 5:40 P.M. and he handed him a typewritten copy of the radio message received on February 3rd, which asked information as to whether or not time fuses or other material was being received by his company from Switzerland. Lang then reported that the NORDEN COMPANY does not receive time fuses from Switzerland

but only receives stop watches and speedometers.

LANG handed the slip of paper on which the message was written back to him and he requested that he, SEBOLD, tear off and give back to him his name which appeared in the message. This he did, keeping the remainder of the message.

He then asked Lang if he intended to go back to Germany. Lang said that he did but that he did not know how he could get there. He asked him, LANG, how about through his friend from Mexico. Lang stated that his friend was in Japan; that he left on the Japanese boat on January 8th from San Francisco, and that he had not heard from him since that time.

He then started talking to Lang about the bomb sight and told Lang that he had received \$1500 from Germany but that he had not been able to find out anything. He then told Lang that he "must be a master pilot to pull this bomb sight job" and asked him how he did it. Lang said that in 1938 he went to Germany; that from Hamburg, where he met RANTZAU he went to Berlin and there, with the help of some engineers, copied the bomb sight from memory. He asked him if he worked in a machine shop but he stated that he did not. He would not talk any more about it.

He then asked him about [redacted] stating that he knew the man through one of his contacts and that [redacted] he heard about used to [redacted] Newport News. Lang said that the [redacted] he used to know [redacted] and that he left the U.S.A. two years ago. He then asked Lang about the man who had disappeared with the one thousand dollars some time ago. Lang said that he learned through his friend from Mexico that this man's name was SEBOLD or Siebold. He pointed out to Lang that this was his name. Lang said that the name sounded something like that. He then suggested to Lang that possibly the man had entered the U.S.A. on his, SEBOLD'S, passport which was taken from him in Germany. He told Lang that he did not get money by messenger any more but gets it through a Mexican bank and asked Lang whether he had ever heard of a man named [redacted]

LANG thereupon took a piece of paper out of his pocket-book and looked at it but did not make any comment. He asked Lang if he had ever written to Germany about his financial affairs. Lang said that he personally had not written but, however, that he would like to send a reminder to Germany about his last message; that is, concerning the \$3,000 being deposited to his credit in the Dresdener Bank.

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LANG and he talked about radio and ship connections. Lang asked if he, SEBOLD, could go to South America, to which he replied that as a citizen he did not know. Lang said that he would like to go to South America and catch an airplane from there to Germany.

He then wrote out his new mail box number, 67, Madison Square Station, on a small piece of paper and handed it to Lang who put it in his pocketbook. He then talked to Lang about the MARINE DIVISION and said that there is a fellow who wants to go to Germany also but can't find a way to get over. He then started talking about RANTZAU again, and told Lang that he personally looks like Rantzau.

He asked him if he knew the office in Hamburg where RENKEN, whom he identified as RANTZAU, talked to him, SEBOLD, and he gave Lang a description of the place. Lang said that he had never seen that place; that he met Rantzau in Hamburg and went right on to Berlin. However, he did not explain how he came to meet Rantzau.

He then asked him if he was approached in Hamburg about the bomb sight. Lang said that he was not; that they took him by surprise, that is, they built him up and then got the bomb sight story out of him that way.

Lang then asked him if he knew the Jewess who frequented night clubs and had recently had two abortions. He identified her as LILLY to Lang. Lang said that his friend from Mexico received word through a contact in Washington, that is, a go-between, warning LILLY that she should be more careful.

b7c He asked Lang about this man in Washington, and he said that he did not know his name but that he used to be in communication with his friend from Mexico. He specially asked Lang if the man from Washington was on the American side or on the German side, having in mind Stein's connection with [REDACTED] Lang said that the man was on the German side. He also said that the man from the German High Command to whom he had previously referred in a conversation, has been associating with his friend from Mexico, and was still here. He stated that one man watches the other when here in America, and that the Germans are very clever. However, he said the United States is not to be under-estimated either.

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Then they talked about the war and compared propaganda methods in the United States with those in Germany. He asked Lang about his associations in Germany with Hitler. He said that he did not know GOERING but that he had spoken to HITLER.

Lang then left with the statement that he would come back to see him in about fourteen days; that he would give him a telephone call and that he would call a day before he wanted to see him.

(Exhibit Q 599)

(S. 6475 - P.2)

b7C

February 7,
1941.

He will testify that Agent [redacted] turned over to Agent Ellsworth and himself coded message which he stated had been received from Station AOR, in Germany, and which, when decoded and translated read as follows:

"
Message No. 99.

Please pay Fink one two five. A further larger sum to you personally in the next few days. [redacted] should try to get still more material like the first time. If he wants more money for it, give it to him."

(S. 5250 - P. 19)

February 8,
1941.

He will testify that he received a letter addressed to himself as SAWYER in his post office box, #67, Madison Square Station, which contained a document written in German, which was signed FINK and when translated read as follows:

(S. 6501 - P. 9)
(Exhibit 146-69, 71,
Q623 and 624.)

"Ships in the last report have all left certainly for a large convoy. The mentioned Swedish ship (blue smoke stack with 'S' thereon) is named Korshamn. One Englander from the same report has two more of the large transport airplanes on deck exactly as last reported. These machines were in the service of the TWA, were newly overhauled and sold to England. A total of eight machines. I have until now seen four machines loaded, Boeing manufacture. Belgian ship, Ville de Liege, arrived with whiskey, manufactured goods and race horses from Liverpool.

"English ship Scorton lies here loading, middle calibre guns astern, large deep sea bombs. English ship, City of Calcutta, likewise in loading, middle calibre cannon astern. Besides these there are 3 further English ships of approximately 6,000 tons armed astern; are in loading.

"Two Greek ships, name of one being Patrai, unarmed, are loading for Greece. Two small Norwegian ships, approximately 4,000 tons, one of them armed, in loading for England. All named ships arrived herein the last few days. Departure will not follow before February 13th. Cargo of all ships consists of important war materials as already often reported, especially outstanding would be eight large boxes of airplanes numbered, painted green as previously reported.

"Addressor, Glenn Martin, Baltimore; addressee, firms in Coventry. In local shipyards lie approximately twenty enemy ships which are being equipped as already has been reported.

"Norwegian ship, Talyong, not armed, leaves here February 8th by way of Capetown, Suez Canal to Turkey. War materials on board mainly autos and trucks.

"Two American ships likewise are loading mainly automobiles, trucks and machine parts, destination Africa.

"Norwegian ship, Ferglen, sailed for Yokohama. Norwegian ships which go in and out of various other American harbors but do not come to New York are Polarland, Meline, Leiasten, Evangerg, Suderoy, Harboe Jensen.

"Swedish steamers which appeared suspicious were Ulesses, Freja, Venele, Asiri, besides those further suspicious ones named in last report which have sailed from Finland, Jugo Slav steamer Vis, Finnish steamer Fidra, Panama steamer North King, formerly German ship Liebenfels.

"On February 4th the steamer, Gloria, left here for Genoa - provisions, useable articles, for Switzerland, has Panama and Swiss flags on both sides, was previously Jugo-Slav ship Milena. Another steamer under the same circumstances named Calanda, has arrived here.

"The U.S.A. has received permission from the Maritime Commission to permit those reported five ships to sail under the Panama flag. Crews must be foreigners. Two of the steamers have arrived in New York Harbor, are being equipped. Beginning of March is the earliest departure which can be counted on. The names of the two ships, Jacob Ruppert and West Campsaw.

"Further details follow when more are available. For some time negotiations have been taking place between representatives of American steamship companies and owners of Danish ships which lie here. American lines would charter Danish ships for long period for service to South America, Africa and West Indies.

"Observer is the Maritime Commission. A representative of England was drawn in to be questioned whether upon departure the ships would be commandeered by the British. Mail report is on the way.

"The Maritime Commission has determined to sell no further American freighters to foreign lines as ships space is needed for American uses, principally to carry metals for airplane construction.

"Signed:-FINK"

He also received on this same day a letter postmarked at Hicksville, New York, February 7, 1941, and addressed to William Sebold, Room 627,152, 42nd Street, New York City, which read as follows:

"Dear Bill: Do not communicate with Carr for about a month.
- Nothing to worry about - just a routine matter. He
will let you know. [REDACTED]"

b7c

65-1819

February 10,
1941.

He will testify that Agent Ellsworth exhibited to him Message #100 which he stated had been received by Agent [REDACTED] from Station AOR the day before (Sunday). This message read as follows:

b7C

" Message No. 100. To evaluate the material from [REDACTED] it is necessary to learn where the material comes from. I assume that it comes from Governors Island or Mitchell Field. Greetings."

(S. 5440 - P. 30)

He will testify from his notes

(Exhibit 1A6-5)

that he telephoned to PAUL FEHSE at the Van Axen Restaurant and requested that he come to his office that evening; that at about 9:45 A.M. Fehse came into his office and he handed him \$125. Fehse counted it out, and he asked him for a receipt. Fehse reluctantly gave him one, which reads as follows:

"

Feb. 10. 41.

Received \$125 of H. Sawyer. P. Fink."

2/10/41."

(Exhibit 1A6-73
K37.)

He also gave FEHSE the message received from Germany together with the instructions that Fehse should shorten his messages. Fehse asked if he had received his last letter. He replied that he had. This referred to the letter which was received on February 8, 1941. He also told him that he had received that day, namely, Feb. 10th, another letter. He handed this letter to Fehse. It is addressed to himself, and postmarked February 8, 1941, and contained two documents which when translated, read as follows:

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"

The United States Navy has taken over the yachts, NOW LISTEN, SHUTTLE, 48, and the 495 ton yacht, CORONET. These are being rebuilt in Brooklyn Navy Yard.

The United States Navy has in mind according to schedule #5021 to order 1,000 balsam wood life floats. In all probability these will find use as U.S. Army transport ships.

The Maryland Drydock Company is rebuilding the former steamer, "City of Los Angeles", for the United States Navy (Naval Auxiliary); also the Marine tanker, "Mattele" is in repair there.

The Gibbs Gas Engine Company, Jacksonville, Florida has received an order from the United States Navy in the amount of \$640,000.00 for the building of mine search boats.

The Todd-California Shipbuilding Company, branch organization of the Todd Ship Yards, is enlarging the newly acquired ship yard in California for the building of 30 freighters for England.

The freighter, "Pacific" built in 1915 was sold by the American-South African Line, Inc., New York; gross tons 6,000, net tons 4,400, length 399 feet, speed 10 knots.

The motor yachts, "Muskeeta", 65 feet long and 17 knots speed.

The "HISMILLAH II" constructed 1937, 45 feet long, 20 knots speed.

The "ROMMANY", 66 feet long, 18 knots speed, have been bought from the firm, H.E. MOSS & COMPANY, London, England (already often mentioned).

b7C The Lake Washington Shipyards, Houghton, Washington, received an order from the United States Defense Commission for the construction of 4 net tenders. The shipyard supposed also to build six seaplane tenders for the Navy.

signed FINK 4, 1941"

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(Exhibit 1A6-75, 77, 78
Q602, 603, 604.
S. 6501 - P. 2)

He asked FEHSE if LEO prepares the reports himself. Fehse said not; that the reports are his work; that he takes them in personally to LEO and that Leo mails them to him, SEBOLD. He said that some times he personally types them up on Leo's typewriter and that other times he hands them to Leo in longhand and Leo types them up in his office. Fehse asked if he had ever heard of a man named [REDACTED]. He told him that he had not. Fehse said that this man used to give ship information also and was supposed to have sent information by radio through [REDACTED] who he believes had a radio on 183rd Street. Fehse did not know the radio man's right name.

He tried to get more details out of him about this but he claimed not to know anything more. He asked Fehse more about [REDACTED]. Fehse said that he should talk to SIEGLER about him.

In their conversation Fehse stated that since the beginning of the war, probably two or three thousand Germans have come into the United States and that if the government were to pick up two-thirds of these people they would have practically all of the German Agents in the U. S.

b7C

FEHSE then talked about the [REDACTED] he had previously referred to. He said that this man is a harmless talker and tells everything to Fehse's friend, namely, the family that told Fehse about Churchill being on the King George V battleship, and that the material was good propaganda. He stated that he did not think the [REDACTED] would mix in any spy activities.

In talking about experiences in Germany he asked Fehse if he had ever heard of a name like [REDACTED]. Fehse said that he had heard the name quite often in Hamburg, however, he did not hear the name of [REDACTED] secretary although he had said there was a woman who was quite active around the place where he was dealing with his superiors.

This conversation was with reference to the book entitled "Out of the Night" [REDACTED] mentioned as being the head [REDACTED] Hamburg.

Concerning [REDACTED] Fehse said that a friend of his arranged the meetings between him and [REDACTED] and they met at eleven o'clock last Friday, February 7th. [REDACTED] told him that he knew about Fehse's business activities from the other side, and as a result of the

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meeting Fehse told [REDACTED] to look around for shipping news in Hoboken. Fehse said he was going to meet [REDACTED] the following Wednesday and that [REDACTED] lives in New Jersey; that he was caught on an exchange violation in Germany under similar circumstances to those of Strunck.

FEHSE then asked him if he knew the steward on the S.S. WASHINGTON whose name sounded something like WALSCHEFSKY. He said he did not.

b7C
FEHSE also said that in Hamburg he had met a man by the name of [REDACTED] and that he had been sent to this man's place and had waited for him, and that this man had given him an examination in the English language and had suggested that he hire out on English ships. This he refused to do saying that the English would throw him overboard. This man asked him if he could play the piano, and said that if he could he would be a good radio man.

Fehse also asked him, SEBOLD, about [REDACTED] in Lisbon and mentioned [REDACTED]. He referred to [REDACTED]. He did not give Fehse the address because he could not remember it at the time.

Fehse then asked about transmission of radio messages, the time of the day and the technical data. He told him that the time of the day was arranged ahead of time and that frequencies were varied daily and that messages were sent in code and not by voice; that they were all coded.

Fehse said that he would like to quit his job; that he is going to "hang around" the seamen's home, and mingle with sailors, to gather information; that he might also get himself registered on a couple of waiting lists to have an excuse for not working. He told Fehse that the other side had said that more money would be following in a few days and that he would get in touch with him when it arrived.

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February 11,
1941.

He will testify that he wrote out and with Agent Ellsworth encoded the following messages which were turned over to Agent [REDACTED] for transmission to Station AOR in Germany:

b7C

Message No. 181.

[REDACTED] says if the correct date is not on the document, then he does not know the date but all documents are approximately the same date. He indicated that material comes from New York headquarters."

"

Message No. 182.

Lang says his firm does not receive time fuses from Switzerland but receives stop clocks and speedometers. He again asked whether the money was deposited in the Dresdener Bank."

"

Message No. 183.

From Erwin - Dooley got fired on the S.S. WASHINGTON November 1940 over argument with passenger over a woman. Threatened to throw them over the side. The couple sued the line. After this it was heard he worked in an office of the Navy. Heard he lives separated from his wife. Somebody said he made lately a trip on a Navy tanker."

(S. 5440 - P. 7.)

b7C

February 12,
1941.

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message, which he stated was received from Station AOR and which, when decoded and translated, read as follows:

65-1819

"

Message No. 101.

Report on presence of Churchill in U.S.A. was incorrect. Your Message Number 173."

February 13,
1941.

He will testify that he wrote out and with Agent Ellsworth encoded Message No. 184 which was turned over to Agent [REDACTED] for transmission to Germany. This message read:

"

Your Message eight seven. Could not reach Carr for long time. He writes me now he cannot meet me for another month."

Agent [REDACTED] turned over to them a coded message which he stated had been received from Station AOR, and which, when decoded and translated, read as follows:

"

Message 102.

How many U.S.A. airplanes has Great Britain received since outbreak of the war? What preparations are being made in Greenland and Ireland for air convoy?"

February 16,
1941.

He will testify that he received through the mail at Post Office Box 67, Madison Square Station, an envelope addressed to himself as HARRY SAWYER, in which was the following letter, which was signed "FINK":

(S. 6643 - P. 45)

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Belgian ship 'Ville de Liege' left here February 13, heavily loaded, large boxes on deck, routine check in shipyard, appearance as before, destination Liverpool.

English ship 'Georgic' arrived here February 11, left Liverpool January 31. No noticeable damage. Went into dock next day. Has six inch cannon aft, one anti-aircraft gun midships, two anti-aircraft foreships, various machine guns distributed over the ship; deep sea bombs on second deck, two paravanes. Appearance now -- two smokestacks deep black, super-structure brown, hull gray. Masts and smokestacks remain as before. According to report, a large cannon is stored in cargo hatch. Report follows regarding cargo and departure. That recently reported ship of 'Brittanic' type, somewhat smaller, two smokestacks, is Dutch ship with long name last word of which is 'Aldemond'; she is painted entirely gray, no armament visible, again returned here after being in another American harbor, presently not loading. Another Gr. Dutch ship, about 10,000 tons, three open decks (tropical ship) painted entirely grey, could not yet make out armaments, arrived empty. Dutch ship 'Japara', of new design, painted entirely grey, armed, arrived; is loading.

One English, one Norwegian tanker lie at anchor fully loaded ready to sail, both painted black and armed, about 8,000 tons gross. Ship named "Gunene" not armed, superstructure brown, hull black, leaves here February 14. Greek ship 'Agios Georgic IV', appearance as in normal times, not armed, loaded, sails February 14. English ship 'Thisleglen' armed, hull grey, superstructure brown, arrived, loading. A freighter about 7,000 tons, sloppy appearance, nationality not apparent, loads for England, sails February 15. Swedish ship 'Kexholm' left from East coast without giving destination. Third of the U.S.L. ships which were sold, the 'Bakersfield' arrived in local shipyard.

Portuguese ship, 'Laurece Marques', former German 'Admiral' leads in a restricted zone -- Foreign Trade Zone St. L.

Departed last week from other harbors: Five ships 'Rasmar', 'Advance', 'Pandia', 'Wisha', without giving destination; Jugoslav ships, 'Susak' for Africa, 'Nomanji', for India, 'Edward Joremac' for Halifax; Norwegian ships, 'Prime', and 'Ogna' and 'Hveself' without giving destination. In shipyards lie many enemy ships, among them Norwegian ships 'Evita', 'Fern', 'Tarifa', 'Torente'; English ships 'Cochran', 'Ahame'; L.V.A. had difficulty in

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"
arriving; will all be fitted up as previously advised.

English ships, 'Fort Townsend', 'Marklund',
'Fort Amherst', communicate between Canada and New York.
Are here about every fourteen days.

Panama ship 'Penelepe' left local port without
giving destination.

Cargo of all ships consists of important war
materials as already often reported. Otherwise nothing outstand-
ing.

Less of two English and one Norwegian ship near
American Coast should be known. Three American ships are loading
in New York for Africa. Also an average of three a week are
leaving. Important war materials. (Reported.)

Request advice whether reports regarding names
and departures of American ships are desired. Danish ships still
all have neutral appearance, have all been moved from their berths
in Upper Hudson to island before Staten Island. Should situation
change, report follows.

Fink."

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He will further testify that with Agent Ellsworth he wrote out and they encoded Messages No. 185 and No. 186, which they turned over to Agent [redacted] for transmission to Germany. These messages read as follows:- b7c

"

Message No. 185.

Fink writes - ships in last report have all left for a large convoy. Departed are: Norwegian ship Talyang Feb. eight by way of Capetown, Suez Canal, to Turkey. Not armed. War materials, autos. Norwegian ship Ferglen to Yokohama. Gloria Feb. 4 to Genoa with provision etc. for Switzerland. Has Panama and Swiss flags on both sides. Swedish ships which appeared suspicious were Ulesses, Freja, Venela, Asiri, besides those in last report - continued - "

"

Message No. 186.

reported as suspicious. Departed from Finland - Jugoslav ship Vis, Finnish ship Fidra, Panama ship North King. Belgian ship Ville de Liege has arrived. English ships being loaded; Scortoz, middle caliber cannon astern, large deep sea bombs; City of Calcutta, middle caliber cannon astern. Three others of about six thousand tons, armed astern. Two Greek ships, one named Patrai, unarmed, cargo for Greece. Two small Norwegian ships, about four thousand ton, one of which is armed, are loading for England. Departure of all named about Feb. one three. Cargo, important war materials. Two American ships loading autos, trucks, machine parts. Destination Africa."

(S. 5542 - P. 3 and 5.)

February 17,
1941.

b7c He will testify that Agent Ellsworth exhibited to him Message No. 103, which he stated he had received from Agent [redacted] who had received the same from Germany. This message read as follows:-

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"
Message No. 103.

Who supplied the plans and photos of the new bomb sent us? Who produces it and since when?"

(S. 5542 - P.6)

b7C

Further, that on the same day Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which he stated had been received from Station AOE and which, when decoded and translated, read as follows:-

"

Message No. 104.

Please furnish exact name and address of Lang's firm."

(S. 5542 - P. 8).

He will testify that on the same day he received a letter from PAUL FEHSE, which was postmarked at New York, February 17, 1941, addressed to himself as HARRY SAWYER at Post Office Box 67, Madison Square Station New York City. The envelope contained a two page, type-written document, in German, which was signed, "FINK 6 1940". Under the signature appears a request that the material be sent on to the address of GERHOFF, signed "L.E.O." The translation of the letter reads as follows:

(S. 6643 - P.48,49 and 50.)

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"

A contract has been signed between the British Purchasing Commission on one side and the Todd Shipyards Corporation on the other side for the construction of sixty freighters for England. These should be 416 feet long and 57 feet wide (10,000 Tons). Thirty of these ships are supposed to be built by the Todd-California Shipbuilding Company, Richmond (see last report), the other thirty by the Todd-Bath Iron Works Shipbuilding Corporation, Portland, Maine. These shipyards are now being enlarged, the work, according to the contract, to be done by April 20th. The laying of the keel of the first ship should follow not later than March 1st with completion of the first ship being figured for the beginning of September, designed by Gibbs & Cox. According to Lloyd's Construction Plans, the costs are estimated at \$1,600,000.00 for each ship (welded). [REDACTED] the Seattle-Tacoma Company [REDACTED] Todd-California Company.

b7C

The United States Navy Department has in mind, according to Schedule 5282, to give contracts for a large number of motor launches. The bids will be opened February 28th. Report follows.

The yacht, CHELSEA, has gone to Bermuda, sold to England through H.E. Moss Company. 723 Tons, 10 Knots.

Shipbuilding and Drydock Company, Kearney, is enlarging shipyards by 15 1/4 acres. At that place will be built

- 1 C-3 type freighter, 12,600 tons, U.S. Maritime Commission. 492 feet long. 8,500 Horse Power. Steam turbines, 16 1/2 Knots.
- 2 Cruisers, 6,000 tons. "Atlanta" "Juneau". Keel laying occurs on April 22, 1940 and on May 27, 1940 (means 1941).
- 2 Destroyers, "Edison", "Ericson". Reported keel laying takes place on March 18, 1940; launching on November 23, 1940.
- 1 C-1 freighter, 7,500 tons. 413 feet long. Steam turbines. Keel laying takes place on August 12, 1940; launching on December 21, 1940. Name is "John Lykes".

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8 C-2 freighters, 6,000 tons. 435 feet long.
6,000 Horse Power. Steam turbines. Ship-
yard No. 179 - 186. Keel laying #179 will
take place December 27, 1940.

2 Freighters, 8,900 gross tons. 465 feet long.
8,500 Horse Power. Steam turbines. 16 1/2
Knots for Matsen Navigation Co. Keel laying
for both middle November 1940.

1 Tanker, 7,700 gross tons; 440 feet long.
Turbine, 13 Knots. Keel laying takes place
on 10/10 1940.

4 Tankers 10,500 gross tons, 505 feet long.
6,000 Horse Power steam turbines. For Sinclair
Refining Company, Shipyard #190-193.
Keel laying for #190 takes place on November 12,
1940.

2 Destroyers, 1700 tons. "Bristol" "Ellyson".
Keel laid on December 2, 1940.

2 Destroyers, 1700 tons. "Hambelton" "Rodman".
Keel laid on December 16, 1940.

6 Destroyers 2,100 tons. "Fletcher" "Radford"
"Jenkins" "La Vallette" "Saufley" "Waller".
Construction in this class has not yet begun. "

"
Page 2.

2 Destroyers 2,100 tons. (special construction).
DD452 "Percival" and DD482 "Watson" not yet begun.

The United States Navy has given a contract to
the General Engineering and Drydock Company, Alameda,
California, in the amount of \$2,36,000.00 for
construction of four net tenders. There also are being
built 4 mine searchers.

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"

The United States Navy until now has taken over from the Maritime Commission 12 newly constructed tanker ships (19 knots). These are capable of transporting 72 million gallons of oil and are thought to be oil transport ships for the fleet because of their speed. Seven of the new C-2 freight steamers (17 knots) have been taken over. They should be used as munition and supply ships. Further, the Navy has taken over four C-3 freighters as submarine and seaplane supply ships. All of these ships are supposed to have been so constructed that in a short time they could be rebuilt as auxiliaries for the Navy. At the time of building provisions were made for crews as well as space for cannon and cannon foundations. In all the Navy has taken over 37 and the Army 12 of the larger ships.

The Maritime Commission has in mind to build two fast (24 Knots) 35,000 Ton passenger ships with the smokestacks on the starboard side. They should be 759 feet long and fast, and able to be rapidly rebuilt into airplane carriers.

The Basalt Rock Company, California, builds 8 150 feet cargo barges for the Navy.

At the Consolidated Shipbuilding Corporation, Morris Heights, New York, the first three of the four Diesel Tugs which are in construction there and already reported have been launched -- 100 feet long. There also submarine chasers and escort vessels are now being built. More particulars in next report.

The Defoe Boat and Motor Works, Bay City, Michigan, besides the already reported boats is now also building submarine chasers (details follow). "

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On the same day he mailed a letter to DUQUESNE, addressed to him, at Room 815-A, 60 Wall Towers. The letter read as follows:

"

February 17, 1941.

Dear Mr. Duquesne,

Please meet me Friday, Febr. 21 at 5 P.M. at our usual eating place.

Yours truly,

Harry. "

(S.6655 - P. 10)

February 19,
1941.

He will testify, from his notes

(Exhibit 1A6-5)

that a letter was received from FEHSE, postmarked February 18, 1941, addressed to himself as HARRY SAWYER, at Post Office Box 67, Madison Square Station, and which was written in German and when translated read as follows:

"

The "Georgic" was in the shipyards three days. No visible changes undertaken besides those mentioned in last report. Is loading. Will probably sail from here direct to Liverpool on February 20. Last three days before destination in convoy.

One English ship, 6000 ton, armed, deep sea bombs, hull grey, superstructure brown, smokestack blue, heavily loaded, decks loaded. From here February 19.

One Dutch steamer, type "Gommelsdyk", armed, painted completely grey, probably sails from here February 20.

Two steamers, approximately 3,000 tons, under Panama flag, painted entirely black, loaded for England, left here February 18.

Four large English transports or tank ships arrived here. Names "Auri", "Donax", "Adellen", "Cardita". All armed aft.

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Latter with deep sea bombs. Appearances of all four; Hull grey, superstructure and smokestacks brown, home harbor London.

Norwegian ship "Gophoeles", completely grey, armed, arrived here. Others arrived here are two Dutch steamers, two English steamers, one Norwegian. When all are loaded and ready report follows.

Three Norwegian ships, "Tarifa", "Rionovo", "Ascekot", not armed, taking on cargo for Africa.

Ship purchased from U.S.L. "West Pocasset" arrived in local shipyard, the fourth ship to be equipped for England. Will probably sail under Panama flag. All ships were in a very poor condition.

Robin Line ships carry much material to Africa (reported). Next month three new ships will be placed in service (17 knots, New York to Kapstadt, 17 days.) Request advice whether names and sailing dates of these and other American ships for Africa are desired.

War material as often reported. Obviously many Packard motors."

(S. 6643 ~ P. 10)
(Exhibit 1A6-91 and 93;
Q547 and 548.)

On the same day FEHSE telephoned to him at his office, at about 3:30 P.M. and wanted to see him right away but he suggested that he come up to his office at about 5 P.M.

FEHSE arrived at the office, Room 627, 152 West 42nd Street, New York City, at about 5:15 P.M. and immediately asked him if he had received his letter. He produced the letter and Fehse wanted to see it. This is the letter postmarked February 18, 1941 and beginning, "The Georgic was in the shipyard" and so forth, signed FINK.

FEHSE took the letter and under the typed portion of the letter, printed in his handwriting, a sentence/which translated reads:

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"War materials as often reported. Obviously many Packard motors."

He then asked FEHSE as to the number of airplanes which the United States had delivered to England since the outbreak of the war. This was as a result of one of the messages received from Germany. Fehse said that he would guess a little over 2,000.

He then asked him if he had heard of any airplanes being convoyed by way of Ireland. Fehse said that he knew that there were ocean convoys in that general direction.

He then asked FEHSE about WASCHLEFSKY. Fehse said that he had recommended Waschlefsky to GERHOFF in Germany; that the man had been checked up on, and was found to be O.K., namely because he has two sons in the German Army. He said Waschlefsky did some messenger work to Genoa, but lately had disappeared and nobody knows where he is. (This undoubtedly refers to ADOLF HENRY AUGUST WALISCHEWSKI, now employed as a steward on the S.S. IROQUOIS of the Moore McCormack Steamship Line on runs to South America.)

b7C He then asked Fehse about [REDACTED] and Fehse said that this man used to be on 183rd Street in New York City; that he had lost his address. He said he destroyed all of his papers, when he was followed up the last time. On the last conversation between Fehse and Sebold, Fehse had mentioned [REDACTED] as being a man who sent messages by radio. Fehse then said that he had heard that someone has a radio station on Long Island; that he promised to try and find out the name and address for him, Sebold.

He then asked Fehse about [REDACTED] in Philadelphia. Fehse said that this man was approached by Germany; that, apparently, professional operators in Germany acted as though they were amateurs and contacted various American amateurs whom they could hear in Germany; that they would ask these amateurs questions as to their attitudes with regard to Germany, apparently, using call letters which would identify them as American sending stations. If the "hams" in America appeared to be pro-German, they were recommended to the German authorities for possible future use. [REDACTED] appeared to have been one of these individuals, however, Fehse said no one has yet approached [REDACTED] with reference to sending spy messages.

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He said that one of the boys, either SIEGLER or STIGLER, had gone to Philadelphia and had gone in RIES HAT STORE and had a casual conversation [REDACTED] but had not mentioned radio or the sending of messages to him.

FEHSE then picked up the telephone book, and read him the following address:

[REDACTED]
telephone number
MO 2-1032"

FEHSE said that this man was also approached by German authorities in the same manner that [REDACTED] been approached and that he is recommended as a possible radio operator for the German government, however, no one has as yet tried to get him active in the spy ring.

FEHSE handed him newspaper clippings which bore the following headlines:

1. "EXPERT TO STUDY PLAN TO BUILD WAR PLANES ONLY."
2. "INSURANCE RATE IS CUT AGAIN IN FAR EAST TRADE."
3. "U.S. STEEL LISTS SHIPMENTS NEAR ALL TIME PEAK."
4. "GOLD IMPORTS HIGH SINCE JUNE. MOST BROUGHT BY U.S. CRUISERS."
5. "RAILROAD GUN LEAVES FACTORY FOR U.S. ARMY ORDNANCE TEST."
6. "IRON AND STEEL '40 EXPORTS TOP 1916-18 LEVEL."
7. "SHIP OPERATORS OPPOSED SEAMEN'S EMERGENCY PAY."

FEHSE also handed him two Air Mail envelopes and one plain envelope which he requested to be handed to a messenger to take to Lisbon for mailing. He said that he had quit his job at Van Aren's Restaurant; that he would communicate with him in the future by phoning him between 3 and 5 P.M. in case he wanted to see him.

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The letters turned over by FESE were in German, and when translated, read as follows:-

"

N.Y.C.

February 6, 1941

Dear Mr. G. Hoff:

I have already reported concerning Danish ships. (However, mistakes have crept in on me. I had written about 37 Danish ships in New York.) In the meantime the following developments have occurred: A total of 38 Danish ships lie in U.S.A. Of them 14 in New York. For weeks negotiations have been in progress between American shipowners and Danish owners (under supervision and observation of the Maritime Commission) to charter the Danish ships to American shipowners for a long period of time. Principally interested companies are U.S. Lines, Moore-McCormack Line, the Grace Line, Isthmian Line, Alcoa Line. Representatives of the Danish shipowners are Maerskmoeller, J. Lauritzen, and Tage Nyehen. The ships are supposed to be used in service from American harbors to the Far East, Australia, South America and West Indies. English agents were present to regulate questions whether the ships upon calling at English possessions would be confiscated. For a long time the negotiations were in Washington. Now they take place in New York (Broadway 45, main office Maritime Commission.) England was supposed to have these ships absolutely at its disposal but Danish seamen have energetically protested and are still doing it; they have not received any salary."

Page 2

"In order to persuade them they were promised large sums of money. The size of the ships varies between 2500 tons and 4500 tons.

French ships lying in New York Harbor are the Normandie, Mont Everest, Ile de Duessant, and Leopold L.D. Two others named Ile de USA, of the same tonnage as the Duessant, lately arrived from

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Marseilles, Sant Dominique, and French steamer Fort of France - was also here a long time. Three ships lying in New Orleans were impounded by the court on the request of the Royal Exchange Assurance Company. Apparently the ships were built in Belfast and up until the fall of France were only half paid for. Names of the ships are (1) Michigan, (2) Angouleme, (3) Arizona. They belong to the General Transatlantique Company. Building construction costs were over \$3,000,000. Above-named Londen insurance company complained for restitution of \$1,140,000. It was peculiar that immediately after the laying down of arms all French ships again were painted the normal black, probably on the assumption that the war would soon be over with the "Luschvolk" (?). However, they still have cannon and deep sea bombs mounted as formerly. The San Francisco left the local harbor several months ago painted peacefully with the French flag on both sides, etc. "

Page 3

"Otherwise, Mr. G. Hoff, everything is in order. I believe previous communications have reached you, and also greetings by H.S. radio. I also have received your greetings. On account of the address I will take care of everything regularly as before, but must say that it is much more difficult than a year ago, as in the harbor district everything is strictly restricted. But as always I crawl around and try as best as possible to find things out. There I have heard various things about large English steamers. I don't know, though, whether I can believe it. I will write about it at the next opportunity. Dutch and Belgian seamen do not like to sail on their ships to England. The Greeks also do not. On the contrary, the Norwegians do it with pleasure. Various Swedish ships also sail regularly between the United States and English harbors. I will now report when I see and hear about these suspicious Swedish ships. Until now when I have not been certain I have been doubtful about reporting. I saw Aufzug recently. He is well. The same with Hard. I accidentally met both. Hoping we may soon see each other, I remain, with best regards, Fink. I think everything is in order on the Hofweg. I have had no mail for two months. Fn."

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The two letters turned over for mailing in Portugal were personal letters addressed to his wife and children.

(Exhibit No. 1A6-90, 95,
97, 99 and 101.)
(S. 6643 - P.3)

February 21,
1941.

He will further testify that he received a letter addressed to himself as HARRY SAWYER at Post Office Box 67, Madison Square Station, postmarked Newark, New Jersey, February 21, 1941. The communication was in German, and when translated reads as follows:

"

American steamer coming from South America arrived here February 20th, was held in Bermuda, discharged some one hundred tons frozen meat. I learned from crew members that approximately 45 ships lie there, among them many tankers ready for convoy. The steamer left Bermuda on February 18th, and "Georgic", heavily loaded, can leave at any minute. Everything else already reported.

From my last report, English ship "Auri", "Donax", "Cardita", "Adellen" all in shipyards. Likewise armed large Dutch steamers "Aldemond" "Herstein", as well as Norwegian "Gophocles", besides two large Norwegian tankers, names, armament on latter not yet determined.

Arrived and taking on cargo are English steamers "City of Capetown", "City of Edinburgh", "Fort Hunter", "Royal Emblem", all armed aft with deep-sea bombs, camouflage painted gray and brown. Dutch steamer "Bredyk" and Dutch ship type of "Japara", both armed, painted gray, loading for England.

Further being loaded are Greek steamers, "Atlena Levarne" "Aidina Aldanoy", sloppy appearance, not armed. Panama steamer "Ronin", loading for England, besides another ship of approximately 3,000 tons. All ships arrived in last few days. Departure will follow probably not before next

65-1819

"

week. Swedish steamer "Brageland" carries six heaviest type bombers on board with wings and motors dismounted, painted camouflage, is supposed to go to Bombay from here on February 21st. Swedish steamer "Vasaholm" loading suspiciously. Cargo as often reported appears to be many motors from Packard, Pratt & Whitney, as well as provisions.

Febr. 20. 41.

Fink "

(S. 6643- P. 52).

SEBOLD will also testify that he went to VAN AXEN'S RESTAURANT in lower Manhattan arriving about 5 P.M. and took a table downstairs in such a position that he could observe the entrance to the restaurant. At about 5:20 P.M. he saw Duquesne come into the door leading upstairs. He motioned to him. Duquesne came to his table and sat down. He stated that he was surprised that he, SEBOLD, was still in circulation; that he had been looking every day in the newspaper for pictures or something about his being arrested. After some preliminary remarks he asked Duquesne about radio messages he, Sebold, had received, one being message No. 74 which requested accurate details about DUQUESNE's [REDACTED]

[REDACTED] Duquesne said this man is named [REDACTED]

b7C [REDACTED] wears Spanish rubber soles, and is related to a man in the State Department. He said this man belonged to a special branch of the American Intelligence, and had nothing to do with the FBI.

He then asked him about Message No. 66, which requested that DUQUESNE send test letters to [REDACTED] in Budapest, Hungary. Duquesne said that he had sent two letters to this man and that he knew [REDACTED] in the last war, and that [REDACTED] English Division in Germany.

65-1819

He then asked him about Message No. 103, regarding the source and production of the bomb drawings and photograph which he, DUQUESNE, had recently given him to send to Germany. DUQUESNE said that the plans for this bomb were taken from Washington from the DuPont Works, and that the bomb is being made by the same people in every hamlet in the U.S.A. as well as in Canada. He said he would furnish a more detailed report in the near future on this matter.

He then asked him about Message No. 50, which asked DUQUESNE about his coming to Germany and then subsequently going to Africa. Duquesne said that he would not be able to go as he had to have an operation first. He, SEBOLD, began to write down a reply to this message. Duquesne requested that he not report about this to Germany right away; that he would let him know a definite answer in the near future. He also gave Duquesne Message No. 91, which requests the following:

"
Determine since when General Motors is
manufacturing airplanes in Fairbanks.
How much is the output. How large
is the company, what types?
Own construction or licensed work?"

He also gave DUQUESNE Message #102 which read as follows:

"
How many airplanes has Great Britain
received since outbreak of war? What preparations
are being made in Greenland and
Ireland for air convoy? "

DUQUESNE said that he had sent some information about the latest poison gas and its antidotes developed in the U.S.A. as well as a breach block from the Garrand rifle; that he had sent this by way of Japan. He asked Duquesne how he did this. Duquesne said he went to the Japanese Consul in New York City and introduced himself to the Consul by saying that he was a good friend of Germany. The Jap took his "stuff" and said he would send it to Japan. Duquesne requested him, SEBOLD, to ask Germany for the mailing address in Japan.

65-1819

DUQUESNE said that the Americans are building barges in Charleston with an underwater secret bombing device as well as a new pursuit plane projector. He said he got this information from a young matron who is of South African origin and whose name is [REDACTED]. He said this woman is honeymooning in Palm Beach and that he secured from the same source the information about the barge attack on England which had previously been sent to Germany. However, he said this young couple is not connected with spy work in any way.

DUQUESNE said that TODD and other shipyards are using some kind of a metal spray now to treat all fire boxes on steam boilers; that the boxes are then painted with sodium silicate and are finally heated up. He said this process makes the fire boxes last indefinitely and seems to be very important on account of excessive heat.

b7C
DUQUESNE then spoke about rubber lined gas tanks on American airplanes concerning which Germany had previously requested information. He said the latest plane developed for England was experimented on before it was sent; that it was sent up into the air, and somebody fired a .45 calibre pistol bullet into the tank; that instead of the tank sealing itself, it blew up. He said the lining material was furnished by the AMERICAN SPONGE RUBBER COMPANY.

Duquesne then asked him if he knew of a man named [REDACTED]. He told Duquesne that he did not, and Duquesne then said that this man came to his house some time ago and asked the landlady if he could rent a room, and that he then asked if there was a man living there by the name of Duquesne. Duquesne said that the man left; that he later went to the ROOSEVELT HOTEL and tried to contact this man but that it was without results. He said that he stood in the lobby of the hotel, and asked, in a loud voice if there was a message for a Mr. Duquesne but no one seemed to pay any attention to the name. He did not explain how he had learned that the man was living at the Roosevelt Hotel. However, he asked him to find out more about this man from Germany and whether they knew him or had sent him.

65-1819

He then spoke about the code being used to send radio messages. He told him, SEBOLD, to be very careful of the American Black Chamber; that there was a MAJOR GADLEY in the last war who could break up any code in the world. He also asked if he, Sebold, was sure his mail box #67 was O.K. He told him that he sends himself a test letter each week and has never yet received one of these letters opened.

Duquesne then asked him if he had done anything with phosphorus referring to sabotage. He told him he had not received any orders from Germany to do that kind of work. Duquesne said that this kind of work would be "just his meat"; that he would not wait for orders and would take the first opportunity which presents itself.

He said that in the future he would not sign his name to anything; that he is going to have a little rubber stamp made up with a cat's paw, and that this cat's paw on a document means it came from him, Duquesne.

He said that he was going to send more information and some AERO MAGAZINES by mail in the near future. He wanted to bill him, SEBOLD, for Manuals which he had already furnished him but he told Duquesne to collect from the other side. Duquesne said he could not furnish him with CANADIAN AVIATION MAGAZINE any more because he could not afford the subscription price. He the said that he had to change his address from 60 Wall Towers as they kicked him out. He said his new address is F. DUQUESNE, Air Terminal Company, 170 Broadway, Room 1504.

He then talked about money, and said he was mis-treated by the other side; that he cannot understand why they did not send him more money; that he is supposed to have a steady job with them and should be paid a monthly salary. He, SEBOLD, suggested that he ask outright for the money but Duquesne said he would not do that because the only thing he has to live for is to see Germany win this war.

b7c He also said that the UNITED AIRCRAFT COMPANY in Connecticut sent faulty propellers to Southeast Africa; that he received this information from a designer by the name of [REDACTED] who has a German background but is not a spy. He gathered this information in conversation with him.

65-1819

DUQUESNE also asked him if he had seen the item in the newspaper about the arrest of RITTER in San Francisco. He told him that he had not, and pretended not to know the identity of the individual, except to comment that Duquesne had once mentioned the man's name previously in a conversation with him. Duquesne said that the man was arrested and held for five days in San Francisco; that he was thoroughly searched, and that chemical tests were made of his clothing. He said that Ritter was always a very cautious fellow, and never took any chances. He then asked Duquesne if he had ever had any contacts in Mexico or had done any business with anyone in Mexico, and Duquesne said he knows no one in Mexico and had never received any information or had any contacts with Mexico.

DUQUESNE went on to say that he had learned that the United States Army is now using Indians and the Indian language in their Coding Departments in Washington.

He, SEBOLD, had with him at the interview a copy of the NEW YORK JOURNAL for Friday, February 21, 1941.

(Exhibit Q532 and 533)

He made some notes on the margin of the newspaper, and when he had any name or items which he was in doubt about he requested DUQUESNE to write the information on the margin of the paper, which Duquesne did.

They separated about 7:15 P.M. with the understanding that DUQUESNE would write him in the near future.

(S. 6655 - P. 3)

65-1819

February 22,
1941.

b7C He will further testify that he wrote out, and with Agent Ellsworth encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Germany. These messages read as follows:

"
Message No. 188.

From Fink. Belgian ship Ville de Liege left here Feb. one three. Heavily loaded. Destination Liverpool. English ship Georgic arrived here Feb. one one from Liverpool. No damage. Two black smokestacks, brown superstructure, grey hull. Large size cannon stored in cargo hatch. One English and one Norwegian tanker lie fully loaded ready to leave. Both painted black and armed about eight thousand tons gross. Gunene left here Feb. one four, not armed, brown superstructure, black hull. Greek steamer Agios Georgic Fourth, not armed left here Feb. one four. English steamer Thisleglen"

"
Message No. 189.

Continued -- armed, grey hull, brown superstructure, and Dutch steamer Japara, new design painted grey completely, armed, have arrived, loading. Freighter about seven thousand tons, sloppy appearance, nationality not discernible, left here Feb. one five. Swedish steamer Kexholm left from east coast without giving destination. Panama steamer Penelop left local harbor without destination. Portuguese steamer Laureco Marques is loading in restricted area. In shipyards lie many enemy ships among them Norwegian ships Evita, Fern, Tarifa, Toronto. English ships Cochran, Abamo, are being reconditioned as previously reported. English ships Fort Townsend, Markland, Fort Amherst, communicate between Canada and New York. "

"
Message No. 190.

From Fink -- left last week from other harbors: Finnish ships Rasmar, Advanse, Pandia, Winha, without giving destination; Jugoslav ships Susak to Africa, Nemanji to India, D. Eduard Jeremac to Halifax. Norwegian ships Primo, Ogn, Hveself, without destination. Cargo all ships important war materials. Loss of two English, one Norwegian ship near American coast should be known. Three American

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" ships are loading in N.Y. for Africa. Average of three leave each week. Important war materials. Request advice whether report on departure and names of American ships desired. Danish ships still have neutral appearance. Have been towed from their berths on upper Hudson to islands before Staten Island."

(S.5770-P.7, 9, 11).

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February 25,
1941.

SEBOLD will testify from his notes

(Exhibit 1A6-5)

that he received a letter addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, New York City. The letter is dated February 24, 1941, and reads as follows:

"

Tomorrow 7:30 Pm. P. L.E.O.

In case you have no time send telegram Adr.
L.E.O."

(Exhibit 1A6-73
Q616 and 617).
(S. 6648 - P.2)

He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message, which he stated was received from Station ACR, and which, when decoded and translated, read as follows:

"

Important to know which African ports war materials from U.S.A. are exported and for which warring parties. Please also determine source of orders. Also instruct Fink."

At about 7:30 P.M. PAUL FEHSE and LEO WALEN walked into his office, Room 627, 152 West 42nd Street, New York City. Fehse asked him if he had received his last letter concerning ship movements and if it had been sent over to Germany. He told him that it had. Fehse then asked him if he knew a man by the name of REUPER in New York. He stated that he learned this man's name through WALISCHENSKY and that some time ago he went to see this man, REUPER; that he asked Reuper about his business and his radio connections but REUPER did not talk much. Fehse said that he got the impression that Reuper could be a government informant; that he, apparently, had no radio connections.

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FEHSE then said that he had heard of a German doctor in Trenton, N.J. who has operated a "ham" station and who used to do some "ham" talking with Germans before the war; that now the man wants to sell his station. He stated that there was an opportunity to buy a radio station. He told FEHSE that he could buy all the radios in the world but he is only interested in establishing radio contacts, to be in contact with Germany, and to also do spy work. He then explained to FEHSE and WAALLEN the matter of codes. He stated that he would not loan anyone else his code, and that people he makes contacts with should already be established with Germany.

FEHSE then stated that he had heard of a man by the name of EICHENLAUB; that this man knows of some other men who are supposed to have a portable radio which would work in a motor car. They then discussed the power necessary for transmitting set to transmit to Germany and he asked FEHSE to find out about these men's radio station's output, and to try and find out whether they were just practising or really had something worth while.

He also asked Fehse to bring WALLISCHENSKY and CLAUSING to his office; that he wanted to see these men in order to make a new mail contact through South America. Fehse stated that they had already gone again, meaning that the boat on which they worked had left for South America. He then discussed with Fehse and Waalen the radio message #105, received February 22nd, which read,

"
Important to know to which African port
war materials from U.S.A. are exported"

and so forth. He also repeated to them the previously given request from Germany to find out how many airplanes had been sent to Britain from the U.S.A. since the war started, and for preparations for flying via Ireland and Iceland. He asked FEHSE about GERHOFF whether that was his right name. Fehse said it was his right name, but that before the war GERHOFF made several trips all over the world as an Assistant Purser under the name of GIENLE. He then said, "You know the Germans know all kinds of tricks."

FEHSE said that the next time he called he would telephone him and say "see you about 8 P.M." which would mean 7 P.M. and that he, SEBOLD, would always figure on seeing him one hour earlier than he stated in the telephone call.

FEHSE then handed him three typewritten letters with a group of newspaper clippings from various newspapers. Fehse had some notes, which he tore up and dropped in the waste paper basket.

During the time Fehse and Waalen were in the office, Waalen sat next to Fehse and did not say anything. He observed on Fehse's

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b7c notes, which he threw in the wastebasket, the name and address of REUPER. During the conversation about radios and REUPER, FEHSE also asked if he knew a man by the name of [REDACTED]. He told him that he did not know such a man. Fehse stated that he believed that this [REDACTED] is in contact with REUPER.

The pieces of paper thrown into the wastebasket, when extracted and pieced together, were found to contain the following information:

"

One blue piece of paper on which was written:

"Karl Reuper, 9062 Palisades Av. North Bergen
Hudson Hights. Union 7-9694. "

On the back of this blue pieced paper was the writing:-

' 62 W 109 STR -4.c
Academy 2-0686 NYC'

There was a white piece of paper on which was written:

"Pennsylvania 6-3400"

There was a piece of cardboard with the following:

'Bryant 9-1609', which is informant's telephone number. "

The three letters which FEHSE handed over were translated and read as follows:

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All ships from last report are still being loaded. Departure follows around February 28. Two of the large English tankers still lie in shipyards. Other two being loaded (Bayenne). One of the described 6000 ton English ships was the SILVERCEDAR; she has deck cargo. Greek steamer GEORGIS IV reported clean, modern, normal appearance has loaded T.N.T., will also take on deck cargo. The reported Dutch steamer approximately 9,000 tons has gone to Canada, takes on cargo there. Name MARNAY ST. DE ALDEGONDE. An English tanker entirely black, approximately 9,000 tons, armed as well as the tanker PANAMA FLAGGE, 9,000 tons, black hull, yellow-brown, superstructure, no neutrality flags on sides. Both lie fully loaded in the ways ready to sail.

Since last report newly arrived and being loaded are English ship PORT MELBOURNE, approximately 9,000 tons, old construction, black hull, brown superstructure and smoke stack, armed. English ship MAHOUT armed, has deep sea bombs, grey hull, brown superstructure and smoke stack. English ship KAIKAMA (or similar) home port Plymouth, armed. English ship type of Clan Line approximately 4,500 tons, black hull, brown superstructure and smoke stack. Armed aft.

Dutch ship type JAPARA, entirely black, new design. Norwegian ship type HERSTEIN entirely grey, not armed. Herstein is Norwegian ship not Dutch. Arrived here in shipyards Norwegian ships TORRENS, FERNPLANT, FERNCastle, are painted dark grey; could not determine armaments.

English ship NEW TEXAS armed. Norwegian ship LAIF without armaments, grey hull, superstructure, white, smoke stack black, loading for Africa. Likewise Norwegian ship SAN ANDRES.

Norwegian ship ELINK coming from India is aground. Norwegian ship CISS sank Rock Point Nova.

Besides these, three enemy ships lie here taking on cargo. Could not yet determine details as to nationality, armaments, etc.

Swedish ship BRAGELAND left here without giving destination has reported six heavy bombers on board.

Danish ships now lie on island of Bayenne next to one another. Appearance as in peace time. Negotiations are still under way with the American authorities concerning eventually putting them into service. Reports by mail on the way.

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"
American ships are making trips to India, Africa, Australia, transporting large quantities of war materials there. Large cargo lies ready on transfer and loading platforms, especially packed airplanes and motors and provisions.

Fink"

"
General Motors is working on a contract of the U.S. Navy which is concerned with Diesel Motors for 24 submarines.

The following yachts have been sold to England.

ONRUST, 43' long, 18 knots; PEP AND VIM, 35 feet, 25 knots.

b7C The MANITOWOG Shipbuilding Corp., Manitowoc, Wisconsin, have enlarged the shipyard and received a contract for the construction of ten submarines for the U. S. Navy. The negotiations between the American Ship Line on the one side and the owners of the 38 Danish Ships on the other side were continued in New York. For the most part these ships belong to Maersk Moeller and Tage Njelsen. [REDACTED] have personally been in Washington and have dealt with the authorities there.

In New York the length of the chartering and the insurance rates are negotiated. The ships will in all probability travel between the United States and South America.

The U. S. Navy has in mind to give a contract on February 28th for a large number of motor torpedo boats, mine searchers, submarine destroyers and convoy ships. For this purpose above all, small yacht and shipyards will be utilized.

For this purpose in City Island, N.Y. four yacht yards have been combined (Lion Tuttle Corp. Jails Yacht Yard, Minneford Yacht Yard and Wood Yacht Basin Inc.) Reports will follow when these contracts are received.

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" [REDACTED] have not yet progressed much with the construction of the six Navy tugs and four mine searchers.

b7C At the American Shipbuilding Co., Cleveland, [REDACTED] (reported) the first of the 12 anti-Submarine net tenders being built, the LOCUST, 158' long, has been launched.

At the Electric Boat Co., Yard, Groton, Conn. (SS 208) the 1,475 ton submarine GRAYBACK has been launched. Seven new ships frames are under construction there, which should make it possible to complete one boat a month.

The Federal Shipbuilding & Dry Dock Co. has delivered the Destroyer (DD 439) EDISON to the Navy Department.

Keel was laid March 18, 1940; launched November 23, 1940; delivered January 3, 1941. She was completed 4½ months before the contract time.

The Luckenbach Steamship Co. has bought the Black Falcon from the Black Diamond Steamship Lines. Luckenbach also is negotiating over the purchase of the BLACK GULL.

The following four ships have been sold to England: BLACK CONDOR, BLACK OSPREY, BLACK TERN, BLACK HERON (reported).

Taken over by the U.S. Navy were ships COMET, 6085 tons (New York & Cuba S.S. Co.), DONALD McKay, 6200 tons (Moore-McKormack Lines). JOHN H. MATHIS CO., Camden, N.J. is building four 150' Diesel Submarine tenders.

Fink 7 1941"

"

The Moore Dry Dock Co., Oakland, Calif. is building

3 C-3 freighters, 11,920 dw. ton, 492' by 69' 6" by 42' 6"
 3 C-2 Freight and Passenger, 7,500 ton, 442' by 62' by 41' 6"
 3 Gate Defense Vessels U.S. Navy.
 2 Submarine Tenders " "
 5 " Rescue Vessels U.S. Navy

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Higgins Industries, Inc., New Orleans, La. is building

- 80 36' Eureka Motor Boats for U. S. Navy
- 3 55' Eureka Motor Boats for U. S. Navy

Bethlehem Steel Co. Terminal Island Yard, San Pedro, Calif. has received a contract from the U. S. Navy on September 9, 1940 for construction of six destroyers and for a further six on December 17, 1940.

Consolidated Steel Corp., Los Angeles, Calif. (is building and has contracts:)

- 4 C-1 7500 ton Freighters, 416' long, 60' wide, single screw, 4000 Horse power Westinghouse turbine engines. U. S. Maritime Commission for Pacific Argentine-Brazil Lines. These cost \$1,890,000. Construction No. 156 - 159. No. 156 CAFE MENDOCINO.
- 32 Steel Tenders for U. S. Navy.
- 12 2100 ton Tenders, 374' long. Contract given on September 9, 1940.
- 2 Steam Turbine (twin screws) Transporters for U.S. Maritime Commission, each \$4,375,000.

Pacific Bridge Co., San Francisco, Calif.

- 1 Floating Drydock, 482' by 71' for Mare Island Navy Yard, \$1,649,000.

Pacific Car & Foundry Co., San Francisco, Calif.

- 1 Covered Lighter U.S. Navy \$43,868.

Pacific Dry Dock & Repair Co., San Francisco, Calif.

- 1 Covered Lighter U.S. Navy \$43,868.
- 1 Self-propelled Lighter (insulated) U.S. Navy.

Western Pipe & Steel Co., San Francisco, Calif.

- 5 8975 ton C1-B type, 416' by 60' by 37' 6". Diesel 4,000 H.P., 14 knots.

- 4 8900 ton C-3 type, 492' by 69' by 42' 6". Steam 8,500 H.P. Freighter.

- 11 315 ton Covered Barges (steel insulated) 110' by 34' by 11' 3" for U.S. Navy.

Fink 8 1941"

(S.6648-P.6,7,8,9.)

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(Exhibit 1A6-106, 108,
110, and 112.
Q627, 628, 629, 661
and 662.)

February 27,
1941.

b7C He will testify that he wrote out and with Agent Ellsworth they encoded the following messages which were turned over to Agent [REDACTED] for transmission to Germany:

" Message No. 191.

From Fink. Georgic was in shipyards three days. No visible changes. Departure for Liverpool Feb. two naught. Last three days before destination in convoy. English ship six thousand ton, armed, deep sea bombs, hull grey, superstructure brown, smokestack blue, heavily loaded, deck cargo, left Feb. one nine. Dutch ship, type Sommeldyk, armed, painted completely grey, left Feb. two naught. Two ships, three thousand ton, Panama flag, black, left here Feb. one eight. Continued--

" Message No. 192.

Four large English transports or tank ships arrived here. Names, Auri, Denax, Cardita, Adellen. All armed aft. Latter with deep sea bombs. All hull grey, superstructure and smokestack brown. London home harbor. Norwegian ship Gephocles, grey, armed, arrived here. Also two Dutch ships, two English ships, one Norwegian ship. When all these are loaded and ready, report follows. Three Norwegian ships, Tarifa, Rio Nove, Ascekot, not armed, taking on cargo for Africa. Continued --

" Message No. 193.

Ship purchased from U.S.L., West Pecasset, arrived in local shipyard, the fourth ship to be equipped for England. Will probably sail under Panama flag. All ships were in very poor condition. Robin Line ships carry much material to Africa. Next month three new ships will be placed in

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" service. One seven knots. N.Y. to Kapstadt one seven days. Request advice whether names, sailing dates of these and other American ships for Africa are desired."

(S. 5770 - P.16,
17 and 18.)

February 28,
1941.

He will testify that Agent [REDACTED] b7C turned over to Agent Ellsworth and himself a coded message which he stated was received from AOR and which, when decoded and translated, read as follows:

" Message 106. Regular procurement of the New York Maritime Registers, also of older copies, greatly desired. Tell Fink that sailing dates of steamers for Africa are desired."

(S. 5770 - P.21)

He also received a letter from ERICH STRUNCK, addressed to himself at Post Office Box 67, Madison Square Station, postmarked Jersey City, N.J. Feb. 27, 1941, which read:

" Dear Harry,
See you Friday at 6 P.M."

(Exhibit 1A23-51 and 53,
Q600 and Q601.)

PAUL FEHSE telephoned to him, wanting an appointment for Saturday March 1st. He told him to come Monday, the third instead. Fehse said he would come about 5 P.M.

(S. 6739 - P.3)

He will testify from his notes

(Exhibit 1A23-5)

b7C that at about 6:10 P.M. STRUNCK walked into his office and asked how everything was. He said that he had a note for him, SEBOLD, [REDACTED] but that he

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had not been able to bring the letter with him because everyone leaving the boat was being searched, and some of the fellows even had to take off their shoes. He said that he had met [redacted] at the usual place [redacted] about 9 P.M. and that [redacted] had told him that he had just got a bunch of telegrams which were going to England.

b7C He, SEBOLD, asked STRUNCK if he had anything besides a letter from [redacted]. Strunck said that he had brought over two more letters which had been handed to him by a German Marine attache, one of which was addressed to Hartford, Connecticut, to a [redacted] (phonetic). STRUNCK could not remember the street address. He said the other one was addressed to Chicago to a family by the name of [redacted] (phonetic), living on some boulevard, which might be CULVER BOULEVARD. He asked Strunck when the ship was leaving again, and he said the SIBONEY was going into drydock and would leave on Monday at 5 P.M. He asked him where he would stay while the ship was in dock. He said that he would stay aboard the ship at night, and on Saturday and Sunday would stay with his uncle, living in Glendale, Long Island. He said that his uncle lived on Margaret Place, Glendale, and that his uncle's name [redacted] (phonetic), and that he is a Police Inspector in the Plainclothes Detective Division.

He asked STRUNCK about DOLD, and Strunck said that Dold would meet him, SEBOLD, in his office around six or seven P.M. He handed Strunck a group of microphotographs made up of materials furnished by LEO WAALEN and PAUL FEHSE and his own letters, Number 20 and 22. He also handed him the three letters which FEHSE had handed to him to have sent to Germany.

(Exhibit 1A23-49, 50, 55, 56 and 1A6, 95, 97, and 99.)

b7C He asked STRUNCK if he knew [redacted]. Strunck said that he used to know this man some years ago on the S.S. MANHATTAN; that [redacted] got himself fired for carrying materials. He also stated that he knew HENRY CLAUSING who is on the South American run. He stated that he had to appear before the Draft Board and that he did not like the prospects of being a soldier in the U. S. Army. He said that it would be easy for him to "jump ship" in Portugal. Strunck asked what he thought about that action. He discouraged him in taking such action and told him to stick it out in his present occupation; that he, in Germany, would also have to go into the army. Strunck said that that would not matter. Strunck asked about ERWIN SIEGLER and associates. He told him that these fellows were on the West Coast run and were due in New York in the near future.

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They talked about the trip of the SIBONEY from Lisbon and the conditions on the boat, the boat having been caught in a hurricane off the coast of Portugal.

STRUNCK said that the English are now very strict and that they took the whole barber shop apart on the ship looking for hidden material. They also gave his clothes closet a good "going over".

He asked Strunck to come to see him on Monday at 6 P.M. but he said it would be impossible as the ship would leave at 5 P.M. probably, however, he said he would see him the next day, Saturday, at 4 P.M. in his office. He told him to be sure and bring DOLD along also, and not to forget the letter from [REDACTED]

b7C STRUNCK left the office at about 7:15. DOLD did not appear.

The following is a list of microphotographs and other material turned over to STRUNCK to be delivered in [REDACTED]

"

ITEM 1.

One microphotograph of letter signed "Fink" received February 3, 1941, in an envelope postmarked New York, February 1, 1941, addressed to SEBOLD, as Sawyer.

ITEM 2.

Microphotograph of a letter signed "Fink 3" received in the same envelope postmarked February 1, 1941.

These two letters concern shipbuilding activities in the United States, as well as transfers, purchases and sales of sailing vessels.

ITEM 3.

One microphotograph of a letter signed "Fink 4" 1941, which was received on February 10, 1941 in an envelope addressed to SEBOLD as Sawyer, postmarked New York February 8, 1941.

ITEM 4.

One microphotograph of letter signed "Fink 5, 1941" together with a request that the material be sent on to GERHOFF and signed "LEO" which was also received in the same envelope as Item 3. Items 3 and 4 likewise are concerned with the construction and transfer of sailing vessels.

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ITEM 5. Two microphotographs of newspaper items which bear the following headlines:

J. L. LUCKENBACH SEES INCREASE OF 50% IN SHIPBUILDING OUTPUT.

WOOL USE PUT AT 600,000,000 POUNDS FOR UNITED STATES.

SMALL FIRMS BEING CATALOGUED FOR DEFENSE ORDER CONTRACTS.

U.S. OPENS BIDS ON WOOL, SOCKS AND UNDERWEAR.

3,600 BOMBERS NOW SOUGHT OF AUTO INDUSTRY.

ITEM 6. 29 microphotographs of the Manual "Suggestions for Protection of Industrial Facilities" issued by the Federal Bureau of Investigation. Various pages of this document bear the typed phrase "Fink 1, 1940". The Manual was received by SEBOLD personally from LEO WAALEN January 21, 1941.

ITEM 7. One microphotograph of a handwritten letter received personally from FEHSE by SEBOLD on January 30, 1941, the letter beginning "Greek Steamer 'Ikipian' . . ."

ITEM 8. One microphotograph of a handwritten letter received personally by SEBOLD from FEHSE on January 30, 1940 beginning "Dutch steamer Dempe . . ."

ITEM 9. One microphotograph of a handwritten letter addressed to GERHOFF received by SEBOLD in person from FEHSE on January 30, 1940.

ITEM 10. One microphotograph of a handwritten note regarding CHURCHILL being present on the S.S. "GEORGE V" when she arrived in the United States. This item received personally from Fehse January 30, 1941.

ITEM 11. One microphotograph of Sebeld's letter #20. This letter was dated February 10, 1941. It was coded, using the code of that date, and was prepared in German. Translated, the letter reads as follows:

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February 10

Dear Hugo,

According to your instructions I have tried to find new workers but until now I have only found [REDACTED] I wrote to Mr. VON GONTARD but received no answer. Should I see him personally or write him again.

I see DUNN very seldom. The last time I saw him he told me he was afraid to see [REDACTED] and FRED KREUTZENSTEIN. He excuses himself by saying he might be under observation and thereby would call the authorities' attention to these people.

CARR wrote me that he cannot see me for a month. Regarding your Message 48, [REDACTED] letter about [REDACTED] has not yet arrived. Shall I undertake any further in this matter?

Did my letter to [REDACTED] in Budapest get through. Can I use that address for mail. So far everything here appears to be in order. At the moment it is hard to get usable materials. Helpful suggestions from you are welcome.

'Broken leg and neck.'

H.S."

(This last phrase is the best possible translation of the phrase "Hals und Beinbruch" which is a phrase now commonly used in Germany in greeting anyone who is engaged on a ticklish assignment.)

ITEM 12

One microphotograph of SEBOLD'S letter No. 22 dated February 12, 1941. This letter was coded according to the code for that particular day and was written in German. Translated the letter reads as follows:

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"

February 12

Dear Hugo,

b7C

Your message 97. Following concerning [REDACTED] I got acquainted with him last year. He is for Germany. He calls himself [REDACTED] is about 32 years old, born here of German parents. He spends a lot of money on horses and women. I learned later that he is an employee in the U. S. Army Air Corps office in New York City. I told him I know people who can pay him well for certain things. He agreed on the condition that his right name and particulars about him be absolutely excluded. When I want to see him I write him at box 175, Church Street Annex, and meet him in my office. He will try everything to get more material out of his office. I will send you micros of the things. Until now I have paid him \$500 but it is necessary that I pay him more money from time to time to keep him interested.

H.S."

ITEM 13

Three letters which were handed to SEBOLD by FEHSE on February 19, 1941. One was a three page handwritten letter contained in an airmail envelope addressed to "Herrn A. Gerhoff per adr. [REDACTED] Commandit Gesellschaft, Hamburg 8, Stoeckelhoern 11, Allemanha." Another letter was a three page letter contained in an airmail envelope addressed to [REDACTED] Hamburg 21, [REDACTED] Allemanha." The other letter is a two page document in a plain hand addressed envelope bearing the address [REDACTED] Stuttgart, [REDACTED]

(S. 6715 - P. 3)

March 1,
1941.

SEBOLD will further testify from his notes

(Exhibit 1A23-5)

that ERICH STRUNCK walked into the office about 4:15 P.M. and he asked him, Strunck, where DOLD was. He stated he had not seen him all day.

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He then asked him if he had mailed the two letters he had brought over from Lisbon. He stated that he had not, and that they were still on board the ship. He then handed STRUNCK another set of microphotographs. He told him to hurry on back to Lisbon.

STRUNCK left at about 4:20 P.M.

The following items were handed to him in the form of microphotographs:

"

- Item 1. Three microphotographs of newspaper clippings which were received from FEHSE on February 19, 1941.
- Item 2. 17 microphotographs covering a set of photostats purportedly being sent by the fictitious individual [REDACTED] b7C The first page bears the heading "Miscellaneous data for use in connection with the advance of 5500 airplanes program." The photostats are marked "Confidential" and related to plans and a program which appeared to have been formulated in 1937 or 1938.
- Item 3. One microphotograph of SEBOLD'S letter #21 dated February 11, 1941. This letter was coded, using the code of that particular day and was written in German. Translated, the letter reads as follows:

" February 11, 1941.
Dear Hugo,

b7C Although the attached material is rather old, [REDACTED] thought it might still be of interest and you could judge for yourself whether it is of value.

H.S."

(S. 6715 - P. 24)

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STRUNCK then handed him an envelope on which, in ink, was written "FUER CARR". In the envelope was a note, written in German, which said, "Contents 2 micros, each in duplicate, for Carr." There were four microphotographs in the envelope, two copies each of two pages. The writing was in German and when translated read as follows:

"

FOR CARR

Micro #1

In which factories or laboratories are they working on the following problems, and how far are the experiments progressed:

1. Special profiles for airplane velocity in the neighborhood of sound velocity.
2. Special compressor for altitude motors.
3. New type motor cooling.
4. New type fuels.
5. Use of exhaust force.
6. Booster rocket as starting helper.
7. Other starting aids.
8. Rocket impulse.
9. Electric altitude and distance calibration.
10. Visibility through fog and clouds.
11. Directional radio beam as aid in taking bearings for airplanes at great distance away.
12. Gyro stabilizer of greatest precision.
13. Remote controlled and unmanned airplane.
14. Remote controlled bombs.
15. Self piloted or remote controlled bombs or projectiles.
16. New explosives.
17. New airplane weapons.
18. New anti-aircraft weapons.
19. Electric devices on the ground to locate airplanes in poor visibility (electric sound device) and to distinguish own from foreign planes (electric identification device.) "

"

Micro #2.

1. Fairchild Aviation Corp., Jamaica, L.I., N.Y.
 - a. What is the firm producing?
 - b. How large is the production?
 - c. How many men are employed?

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"

2. Grumman Aircraft Engineering Comp., Bethpage, L.I. N.Y.

A. Skyrockets

- a. How big are the contracts from England, France, U.S. Navy?
 - b. When and how big were the eventual deliveries?
 - c. What is the armament desired by England?
- B. F4F - 3 (G36) same as A. a-c
- C. What is the newly developed type under contract with the US Air Corps? (Supposed to be similar to the Skyrocket)

3. Republican Aircraft Co., Farmingdale, L.I., N.Y.

How many machines in all have been ordered by Sweden?
 What deliveries and transfers have occurred?
 Has Great Britain taken over all remaining delivery of the Swedish orders? "

(S. 6715 - P. 25 and 26.)
 (Exhibit 1A23-58, 59, 61,
 62 and 64.
 Q 613, 614 and 615.)

He will further testify that he wrote out and with Agent Ellsworth encoded the following messages which were turned over to Agent [REDACTED] for transmission to Germany.

b7c

"

Message No. 194.

From Fink. American ship coming from South America arrived here Feb. two naught, was held in Bermuda, discharged one hundred tons frozen meat. Four five ships lie there, among them many tankers, ready for convoy. Steamer left there Feb. one eight. English ships Auri, Donax, Cardita, Adellen, armed Dutch steamers Aldemond, Herstein, Norwegian Egophocles, two large Norwegian tankers, name, etc. not yet determined, all in shipyards. Continued."

(S. 5570 - P. 24)

65-1819

"
 Message No. 195

Arrived and taking on cargo - English ships City of Capetown, City of Edinburgh, Fort Hunter, Royal Emblem, all armed aft, deep sea bombs, camouflage painted gray and brown. Dutch steamer Bredyk and Dutch type of Japara, both armed, painted gray, loading for England. Further being loaded, Greek ships Altena Levarno, Aidina Aldanoy, sloppy appearance, not armed. Panama steamer Ronin and another ship about three thousand ton loading for England - Continued. "

(S. 6013 p. 14)

"Message No. 196

All ships arrived in last few days. Departure will follow not before next week. Swedish ship Brageland has six of heaviest bombers on board - wings, motors dismounted. Camouflage painted. Is supposed to go to Bombay, from here twenty first. Swedish ship Vasaholm loading suspiciously. Cargo as often reported appears to be many motors from Packard, Pratt and Whitney, as well as provisions. Fink."

(S. 6013 p. 15)

March 3,
 1941.

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself two encoded messages which he stated had been received from Station AOR. These messages, when decoded and translated, read as follows:

"

Message 107.

Have you heard anything yet from EDI GONTARD? Gave you name sometime ago together with others.

"

Message 108.

Nice reports from Fink but where are reports regarding air industry and arms?"

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b7C Further he wrote out and with agent Ellsworth they encoded messages No. 197, 198 and 199 which were turned over to Agent [REDACTED] for transmission to Germany which read as follows:

"

Message No. 197

From Fink. All steamers from last report still being loaded. Two of the large English tankers still lie in shipyard, other two being loaded Bayonne. One English ship described as six thousand ton was Silver Cedar. Carries deck cargo. Greek steamer Georges IV clean, modern, normal appearance, has loaded TNT. Will take on deck cargo. That Dutch ship of about nine thousand ton has gone to Canada. Takes on cargo there. Named Marnax St. de Aldegonde. An English tanker entirely black, armed, and a Panama tanker, hull black, superstructure yellow brown, no neutrality flag, both nine thousand ton, lie fully loaded ready to sail. Continued."

(S. 6013 p. 21, 22)

"

Message No. 198

Arrived, being loaded: English ships, Port Melbourne, nine thousand ton, old construction, hull black, superstructure, smokestack brown, armed; Mahout armed, deep sea bombs, hull grey, superstructure - smokestack brown; Kaipama, home port Plymouth, armed; steamer type of Clan Line, four five naught naught ton, hull black, superstructure - smokestack brown, armed aft; Dutch ship, type Japara, entirely black, armed, new structure; Norwegian ship, type Herstein, entirely grey, not armed; Norwegian ships Torrens, Fernplant, Ferncastle in shipyard, are dark grey. - Continued."

(S. 6013 p. 23)

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"
Message No. 199

English ship, New Texas, armed; Norwegian ship Laif, unarmed, hull gray, superstructure white, smokestack black; Norwegian ship San Andres, loading for Africa. Norwegian ship Elink from India is aground. Ciss has sunk Rock Point, Nova. Three enemy ships loading here, nationality armaments, etc. not yet determined. Swedish ship Brageland left without giving destination, six heavy bombers on board. The Danish ships now lie at Island of Bayonne. Still negotiating over eventual possession. American ships sailing to India, Africa, Australia, large quantities war materials. Much cargo ready on transfer and loading places, especially packed airplanes, motors, provisions."

(S. 6013 p. 25)

He will testify from his notes

(Exhibit 1A6-5)

that PAUL FEHSE entered his office, Room 627, 152 West 42nd Street, at about 6:00 P.M. Fehse asked if the SIBONEY had sailed, and whether he had given STRUNCK his, Fehse's, letters and whether he had sent all of the ship information by radio. He told him that he had. Fehse then handed him three more reports on ship movements, one of which he pointed out as being very important.

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He, SEBOLD, marked this with the letter "W" meaning "WICHTIG" or when translated, meaning, "Important". He then asked FEHSE if he had found out anything about the new radio connections, and asked him particularly about HILL, that is, whether the Hill he had mentioned was secretary of the German American Bund. Fehse replied "Wheeler-Hill" and stated that he had the man's name some place. He took out his wallet and showed him Hill's name written on a piece of cardboard. He believes the name was written JAMES WHEELER-HILL.

FEHSE further stated that a man, EICHENLAUB, knows the radio man's name and it was something like [REDACTED]. He stated that he would find out something about it the coming Wednesday as he was to see Eichenlaub.

b7c

Fehse then complained about having only one ship carrying stuff to Portugal and also that the other side had not provided for communication facilities. He suggested to Fehse that he get busy and use CLAUSING and [REDACTED] then there would be more connections. He told Fehse that the airplane man had also dropped out of the picture (referring to MEZENEN).

Fehse then handed him a bunch of newspaper clippings and said that he should use his own judgment about sending these over. He said that he would telephone him, Sebold, again in the next few days. He told Fehse to call between 3 and 5 P.M. He then handed Fehse Message 106 which requested regular procurement of New York Maritime Registers. Fehse said that he would try to get these. The message also requested Fehse to furnish the date of departure of ships for Africa. The newspaper clippings turned over by Fehse were as follows:

1. "Aircraft Export Value for 1940 is \$311,757,326.00".
2. "Photograph of Bomber scheduled to be flown to England tested here by British Crew."
3. "Events of Interest in Shipping World."
4. "Allison Motor Output Rises to 350 a month."
5. "United States War Plane Goal seen rising to 4,500 a month by end of 1942."

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6. "Wichita Dwarfs 'Lindbergh Era' in Plane Output."
7. "British Government Notice - February, 1941."
8. "O.P.M. to start Auto Plants' Big Plane Program."
9. "President Lines Increases runs to aid Defense."
10. "Subassemblies Factory Spurs Plane Program."
11. "Army and Navy to Buy Meat in South America."
12. "Training Plane Builders Fear Lack of Metals."
13. "Seaway urged as Shipyard Aid on Great Lakes."
14. "Curtiss-Wright Speeding Large St. Louis Plant."
15. "Defense Chiefs worried over Rubber Supply."
16. "Flush-Riveted Airliners enter Commercial Field."

(S. 6739 - P. 4, 5)

The other documents turned over, when translated, read as follows:

"Ships which appeared suspicious as seen and as taken from notices which sailed last week from New York and other American harbors: Under Panama flag steamers Carmona, Cardina, both African. Harden, Ezzo Copenhagen, Lake Traversa, Vamar, Makena, Josiah Macy, Medina, Prometheus, Panam, Gloria.

Hondures flag, steamers Merida, Mangore, Florida.

Yugoslavian steamers Lina Matcove, Privlav, Triglav, Vojwoda Putnick. Latter to Canada.

Greek steamers Katango Hadjipatera, Gerassimos Vergottis. The former from, the latter to, Suez Canal.

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Belgian ship Ampetco, French ship Fort Royal arrived in New York.

Finnish ships Nagu, Fidra, Ericus, Fenix, Parma. Portuguese ship Lusco. Swedish ships Askild, Astri, Lima. American ships Exiria, West Nilus, West Trush, Marymar, Gulfpearl, Tampico, Exelona, Cassigir, Elizabeth Kellog. Above-named ships probably went to England. Crews of Canada, India, Africa, etc.

Size and appearance (camouflage and defense measures) of the following ships are not known, as same have not been seen in New York. They sailed from other American harbors: Dutch steamers Amazone, Madoera, Tabinta, Castor, Laertes, Brastagi, Katendrecht. Under the same conditions Norwegian ships Biscaya, Midardal, Ivaran, Mirlo, Sommerstad, Nueva Andalucca, Hoegh Giant, Polycastle, Kirsten B., Gudver, Buesten, Gezina, McIna, Bomma, Ingrid, Britemar, Suderoy.

Danish ships still lie here as reported. Should the negotiations which are still in progress between the American ship companies and their owners be completed, the Maritime Commission will ask the American Congress for permission to charter the ships for the American Government."

Item #2

"Ships reported loading in last report left New York around March 4. Cardita is taking on benzine in Bayonne.

Arrived and being loaded: English steamer British Prince, armed, mine ring, came from London. English ship City of Johannesburg, armed, from Newcastle. English ship Empire Carebou, armed, deep sea bombs. English ship Irisbank, armed. English ship Silverbelle, armed, Came from Singapore. English ship San Felix sails to Canada. Belgian ship Ville de Anvers appears as before, unarmed, speedily loaded, left on March 1 from here to Bermuda for convoy. Belgian ship Indier, armaments not determined, loading for Liverpool. Dutch ship Zaandam, not armed, loading for India. Dutch ship Sleterdijk, armed, arrived here unloaded. Sailed for cargo to another harbor. Dutch ship Polyp Homus loading for England. Armaments not visible. Dutch ship Pygmalion

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loading for Africa, not armed. Following smaller Dutch steamers loading for West Indies and Africa: Hebe, Astrea, Mapia, Medea, Flora. Polish ship Zagloba armed. Loading for Liverpool. Greek ship Argo not armed. Normal appearance, loading. Norwegian ship Marit armed, loading for England. Likewise ship Aragon. Norwegian ship Germa and Tricolore not armed. Loading for Indies and Far East. Following Norwegian ships not armed, camouflage painted, loading for South America: Santos, Tatra, Toledo. Three last reported ships are Norwegian - Nordvangen, Trondanger, Kristianfjord. Armament and destination not discernible. All ships named for England will not be ready before March 8 for departure. Cargoes for ships going to England: War materials, obviously many tractors with special equipment for street cleaners, provisions, munitions, airplane motors and parts. American ships carry large quantities of war materials to Africa, above all automobiles, trucks, tractors, machines of all kinds.

Egyptian ship Zamzam, formerly Leicestershire arrived here. Is loading in various American harbors. Leaves here on March 15.

Rumanian ship Pravahova has changed over to Panama flag. New name is Tropicus.

Approximately four to five freighters sail from New York to Africa weekly, but are unable to carry away all the waiting freight. Enough cargo lies waiting for the next few months, much of it coming from Canada."

Item #3

American airplane engineer returned recently from England with German airplane spoils. The machines are supposed to be minutely studied here and details used for new construction. They call the precision work fabulous and hardly able to be duplicated here. The interchangeability of the individual parts produced in mass production is supposed to be in practice of proven advantage. This is entirely contrary to the idea circulated here that the German machines are put together in a great hurry and have only a short life span.

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An inspector in one of the concerned factories reported that it was not possible to reproduce the exact work; if one could only produce finished parts which are always urgently needed; machines are put together with no end of trouble. If certain divisions work too poorly personnel transfers to other divisions are undertaken and new workers installed. This method then excuses the inferiority of production and also the time limits are thereby covered up.

There is no more sign of maintenance of low prices in the tool and tool engine production. Any prices are paid as long as deliveries are made within a given time limit. The working men as yet are drawing no benefits from these conditions, as apparently they are still in ignorance. I learned that the reported airplane has been transferred to Camden in order to be dismantled there."

(S. 6739 - P. 5,6,7 and 8)

(Exhibit 1A6-114, 116, 118.
Q630, 631 and 632)

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March 4, 1941.

As Message #104 was received from Germany February 17, 1941 requesting the exact name and address of the firm for which LANG worked and as LANG had not contacted him, he wrote the following letter to Lang which he addressed to him at his Glendale, Long Island, address and which read as follows:

"March 4, 1941.

Dear Mr. Lang

Please come to my office betwee 5 and 6 P.M. on Thursday, March 6.

Harry."

(Exhibit 1A10-35)
(S. 6658 - P. 2)

On the same date he received a letter from ERWIN SIEGLER addressed to himself as HARRY SAWYER at Post Office Box 67, Madison Square Station and postmarked Habana, Cuba, March 2, 1941 which read as follows:

"Dear Harry

Meet you Tuesday March 4 at 7:30 P.M. Love and kisses.

(signed) ERWICKE."

(Exhibit 1A14-81)
(Q619 and 620.)

He also received a letter addressed to himself at Post Office Box 67, Madison Square Station, New York City, postmarked Habana, Cuba, March 2, 1941, which bore the return address "Jimmy Hard, Hotel National, Habana, Cuba," containing the following items:

Newspaper clipping entitled "Bad News for Nazi Germany" - "Parade of Aerial Monsters Starts from San Diego." This is dated at San Diego, February 15th and concerns the transportation of B-24 bombers to Great Britain. At the top of the clipping are the typewritten words: "Jimmy Hard."

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as follows: A four page letter written in German, which translated read

"(Page 1)

February 16, 1941.

My dear Mrs. Gerhoff,

My letter of the end of January will have been received by you. I am curious as to how things are with you and your family. Until now I can only say all is well with me.

I have sent you the roll of blue papers. I thought that you would have special interest in this item. I had previously sent you some of the same paper which was cut to a different size. However, you will find that both are of the same good quality and firm of America.

Here in America, because of the developments of the war, everything is in suspense. Everyone speaks of production. Many are for entrance into the war. Many are also against it. Los Angeles is supposed to deliver 14 bombers daily across the continent for England. In Acapulco, Mexico, a military airport has been planned. As the work was supposed to begin on it, the Mexicans began to strike and the American engineers thereafter returned home to Los Angeles and are waiting until the strike is ended. Also the American Labor organization named C.I.O. is preparing itself for a large strike in April and is already working on it, which truly will greatly influence our defense preparations.

All in all, there is continual appropriation and God knows who, how and when it will all be paid. In this connection I see things very black for America. The taxes will well eat us up then. Here is hoping that peace will soon be brought about and I will soon again hear something from you.

With best greetings, your

Jimmy Hard

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(Page 2)

February 27, 1941.

On February 26, 1941, in Balboa, I saw an English warship coming in an easterly direction from the Panama Canal, tie up to the pier in Balboa. It was a rebuilt Dover-Calais channel steamer, with 4 6-inch cannon as well as 2 anti-aircraft guns. Besides these, she had two smokestacks of which the first was twice as thick as the second. The second, however, was not blind.

I assume that by installing one or more boilers, it was necessary to enlarge the smokestack which in and of itself was very hard. Nevertheless the purpose was to materially increase the speed of the ship.

I learned that the ship sailed at 9 a.m., February 27 for Sidney (from members of the crew).

In the reconstruction, the upper decks were taken off the ship in order to give the entire ship a truly battleship-like appearance. Nevertheless, it is obvious that the entire ship is not strong enough to be equipped with a heavier type of weapons. I was not able to see anything of torpedo tubes. They could possibly be under water.

The ship also had no armor which one would be able to see because of the portholes lying one above the other. Nevertheless, I saw a minesweeping device which could be brought on to the stem of the ship.

I also saw no equipment for laying mines, but assumed that the ship can develop a rather high speed with the oil burners which the ship has.

For each of the 6-inch cannon, the munitions containers were fastened to the deck in a half-circle in front of and behind the cannon.

The cannon stand one behind the other; that is, two, one behind the other, aft, and two, one behind the other forward; two anti-aircraft are on the rear bridge, one port and one starboard, directly behind the second mast, as well as two on the deck under the forward bridge, one on each side,

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shertly in front of the first mast.

On the roof of the forward bridge, I saw a rangefinder. The other one is on a superstructure of the open rear bridge, above and in front of a water tank. Sketch enclosed.

Your Jimmy Hard.

(Page 3)

February 28, 1941.

b7C In a discussion with the Canadian cook of the English steamer Canadian Cruiser, which recently was sunk by a German sea raider in the Indian Ocean while carrying the American flag painted on her sides as well as flying the American flag, I learned that the same ship, on the previous voyage, he being on board and having made the trip, at that time raised the American flag as she was approached by German submarines and also once by a German sea raider; that she purported to be an American ship. While the [redacted] was on board, the ship sailed the route from Halifax, St. Johns, Terra Leoneander, West Coast of Africa, then to Kapstadt, and from there to a harbor on the eastern point of Africa. As the steamer again returned to Halifax, the cook left the ship as he saw that the American flags were painted on both sides of the ship, and thus avoided his fate. He assumed that the ship was betrayed by German longshoremen in one of the African harbors.

Your Jimmy Hard.

(Page 4)

The German items appearing above the sketch, in the same order as listed, are translated as follows:

Crow's nest	Rangefinder
Rangefinder	one anti-aircraft each side
Bridge	Water tank
one 6-inch cannon	one 6-inch cannon
one 6-inch cannon	one 6-inch cannon
One anti-aircraft on each side	One mine-sweeping device on each side. Three divisions
Old door for receiving autos Calais Dover.	Boats.
Raft	"

Sketch of the English Cruiser which was described in letter above.

(1A37-20; 22; 24 and 26)

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He will further testify from his notes (Exhibit 1A15-23):

That at about 7:35 p.m. ERWIN SIEGLER walked into his office, Room 627, 152 West 42 Street, and asked if everything was O.K. and if he had received JIMMY HARD's letter. He told him that he had and then asked if he was not going to bring STIGLER up. SIEGLER said STIGLER did not want to come up; that he gave no reason but simply did not want to come up.

He asked SIEGLER if HARD had taken a lot of pictures of the Panama Canal. He said that he had not; that the ship's authorities had confiscated his Leica camera for the duration of the trip through the Canal Zone and had pointed out that there was a fine and prison penalty for taking pictures there. SIEGLER said there were a lot of activities in the Panama Zone, such as pouring concrete on top of the Canal locks and installing anti-aircraft batteries. He said something about a small ship being converted into a destroyer. He said he had not been able to find out anything on the West Coast; that there was not a single battleship to be seen. He said he found out by conversation with sailors that there are no airplane factories in Fairbanks, Alaska.

He asked SIEGLER if he knew WALISCHEWSKI. He said the name was familiar to him but that he could not remember details about the man.

He then asked him about [REDACTED] SIEGLER laughed and said that that guy is no good; that he (Sebold) better stay away from him as he is a blabber-mouth and talks too much when he is drunk; that he is on the black list of the F.B.I. and he got himself fired from the S.S. MANHATTAN for carrying letters to the other side.

He then asked SIEGLER if he knew EICHENLAUB [REDACTED] but he did not know these men.

He then handed SIEGLER his business card on which he placed the room number of his office and told him to give it to STIGLER and tell him to come on up and see him; that before coming up, however, he should phone him between five and six p.m.

(S. 6684 - P. 2)

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March 5, 1941 At about 5:30 p.m., PAUL FEHSE telephoned to his (SEBOLD's) office and stated he would like to see him (Sebold) at about 9 p.m. in his office. He told FEHSE to come at about 6:30 p.m.

He will testify from his notes:

(Exhibit 146-5)

That at about 6:45 p.m. FEHSE walked into his office and inquired if there was any money for him from Germany. He told him there was none as yet. FEHSE then gave him a letter addressed to ADOLF GERHOFF in Hamburg. This letter consisted of two typewritten pages. FEHSE also gave him a second letter written in pencil which set out information concerning ship movements.

FEHSE said that LEO WAALLEN had a few little things for him (Sebold) and wanted to know the best time to see him. He told FEHSE to tell LEO to be there at his office at 7 p.m. Friday evening, March 7th.

b7c He asked FEHSE about the information he recently gave concerning the German airplane which was being worked on in Camden and which was brought over from England by American engineers. SEBOLD suggested that the same man furnished this information as furnished the report on CHURCHILL's being on the S.S. "George V". FEHSE said that it was the same man and that his name is GEORG SCHUH; that he is an engineer by profession; about 42 years old and was married to a titled woman; that is, her name begins with a "Von." He said SCHUH works in a Newark hospital as an orderly and is a United States citizen. FEHSE said SCHUH sends his reports direct to the Gestapo in Hamburg; that he is very active in sending out confusing propaganda. He said he writes letters by the dozens to American Congressmen and does everything possible to help the Nazi cause. He also stated that SCHUH knows Pastor MATHIESEN, who was closely associated with [REDACTED] as a confidante. He said SCHUH sent this Pastor to see a German doctor in Trenton for the purpose of inquiring of the doctor about a radio which the doctor was supposed to have for sale. FEHSE went on to say that the Pastor is O.K. and is very pro-Nazi; that he does not know, or seem to want to know, just what SCHUH is using him for. He said this Pastor is a man who would help anyone in a pinch.

FEHSE said the Americans are fools; that they put men like [REDACTED] on the stand for un-American activities, while real dangerous men are sitting undercover, such as this man GEORG SCHUH in the hospital.

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He asked FEHSE if he found out any more about the ladies he had talked about. FEHSE said he had not but that he has an appointment with EICHENLAUB after he left his (Sebold's) office. He said he would find out what is going on if he can. He also stated that he would phone him (Sebold) in the next few days.

The letters turned over by FEHSE were in German and when translated read as follows:

Letter contained in envelope addressed to HERRN ADOLF GERHOFF (P. Adr. H. Peters), Commanditgesellschaft, Hamburg 8, Stoeckelhoern 11:

" Beginning of March, 1941.
Herrn Gerhoff

The Mattsen Line has four ships, type C3 under construction (building program of the Maritime Commission), size: 12,000 ton, 50 feet long, 70 feet wide, 16¹/₂ knots. On April 15 the first ship in traffic between New York and Honolulu will enter service.

The other three should follow within two months. Two ships are being built by the M. M. Shipbuilding and Drydock Company, Newport News. Two ships by the F. Sh. D.C. in Kearny, New Jersey. Construction cost each ship 2,600,000. No provision for passengers. Names - Hawaiian Planter, Hawaiian Merchant, Hawaiian Shipper, Hawaiian Paeker. According to monthly report, the Mattsen Line has a large business. The line is also known to travel to Australia and New Zealand. The American Navy has again equipped, and placed twenty old U-boats in service (keels were laid in the World War).

The Maritime Commission has until now received thirty-three and one-half million dollars from the Government for construction of shipyards. Contributions were made to the following shipyards. The Oregon Shipbuilding Corporation, Portland, will be rebuilt. Shipyard when ready is supposed to build the 200 ships under the contract from M.C. The California Shipbuilding Corporation of Los Angeles - is also supposed - 31 ships. The Houston Shipbuilding Company, 25 ships; Todd Shipbuilding Corporation (12 shipyards laid

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out on Atlantic, Pacific and Gulf Coasts), has received an English contract for 60 modern freighters (cost \$100,000,000).

Further shipyards are being erected in order that the Construction Program of the M.C. will be made certain as fast as possible. Alabama Drydock and Shipbuilding Company of Mobile, North Carolina Shipbuilding Company, Wilmington, Bethlehem Fairfield Shipyard, Baltimore, Louisiana Shipbuilding Company in New Orleans. In all 18 new slips are supposed to be built in some of which two keels at the same time are supposed to be laid. Steamers are 430 feet long, 7500 tons gross, carry the nick name "ugly ducklings."

Of the 38 ships, type C1, which were given in contract as of August, 1940 under the Government Building Program, a part will be ready three months before the time limit. Five ships are being built by the F. Sh. and Drydock Company. Kearny for LYKES BROTHERS, St. Com. of New Orleans. Names, JOSEPH LYKES, ZOELLA LYKES, REUBEN TIPTON, FRED MORRIS, JOHN LYKES.

Bethlehem Steel Plant of Sparrowpoint delivered two ships of the same type to the same company, ships named LIPSCOMB LYKES, JAMES LYKES. From the Bethlehem plant in San Francisco, a ship of the same type was delivered with the name Cape San Martin.

Until now 110 ships were sold by America to England, 59 ships went under the Panama flag; 37 ships were registered to the following countries: Canada, Belgium, Greece, France. Five transport airplanes were sold by the TWA to England, #301-type DC2. Machines have already flown two million miles. Russia has chartered five American steamers. Two tankers named AURORA, CHINA STAR. Three freighters named, EASTERN GUIBE, SAHALE, EXHESTER. All ships are supposed to make a roundtrip voyage to Vladivostok. Four ships left U.S. end of February, one tanker, March. Cargo: Machines, and general merchandise.

Under the conditions many Russian ships are arriving in the U.S. with valuable cargoes (pelts).

Large English passenger boats which left New York Harbor for last time:

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Samaris, November 27, 1940
 Scythia
 Cameronia, November 4, 1940
 Brittanic, Early 1940
 Georgic (reported)

All still available. "Empress" ships (Canada) are being used as troop transports, Australia, Africa, Far East.

I received confirmation of this several times already from American seamen who have returned here from those places. I once heard that a ship of the type, "Queen Mary" was supposed to have foundered. I did not know the man and do not know whether it is reliable.

PAGE 2

It is contemplated to import 900,000 tons Manganese Ore and Chrome ore in the year 1941 from South Africa.

Shipping companies which now sail from here to Africa are - 1. South African Line 2. Barber S.S. Line. 3. Boyd, Weir & Sewell 4. Funch, Eyde Company. 5. Furness Withy & Co. 6. Norton, Lily & Co. 7. Seas Shipping Company (Robin Line) 8. LYKES BROTHERS Steamship Company. 9. Baron Line. 10. Kerr Line which freights English and Dutch ships to India and Africa.

The American airplane factories have only two months supply aluminum and magnesium in reserve. Conferences are being held with pertinent authorities to produce enough in time and to divide the materials among currently important industries.

The Grace Line will charter two ships from the Maritime Commission (old laid up) ships are used. Celina, West Cresse for long voyages, tonnage about 8500.

The North American Navigation Corporation, New York, has chartered the Pacific Oak, "West Modus" (old) from the M.C., and will sail with them to India and the Persian Gulf.

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The Maritime Commission has again made known that it will sell no more freighter ships to foreign countries as long as available tonnage is necessary for American defense preparations.

To the contrary at the moment America could use about 60 more freighters each 10,000 tons in order to keep up with her demands (according to reports.)

The N. N. Shi. and D. D. Co. Newport News is building seven combined ships for the American President Line (World voyages), given in contract by the M.C., type C3P. Until now, three ships delivered, 4 ships still in construction, 9,300 ton, 16½ knots, price each ship about three million dollars.

The Isthmian S.S. Company has contracted with the M.C. to buy 8 ships of the type C3 which are being built on the Pacific Coast. All will be ready in the first half of 1941. The company will have the ships travel between U.S. and the Far East. Ships are 9,300 ton gross, 492 feet long, 16½ knots. Total price for 8 ships \$22,400,000. Ships have been considered as worthy of National Defense by the Navy Department.

The American Government wants to pass a law making American Seamen Reserves of the Marines. Seamen are objecting greatly against it.

/s/ FINK. "

The handwritten communication read as follows:

"Following ships sailing American Flag which on the named days will leave or have left for African Harbors.

"Kentucky" left here 3/4 South Africa arrive Capetown 4/3

"President Hayes" left here 3/7 for Hongkong, Singapore, Kobe, Shanghai.

"West Irms" left here 3/7 arrive Freetown 3/24, Monrovia 3/26.

"Exile" left here 3/1 to Columbo, Rangoon, Calcutta.

"Iberville" left here 3/1 arrive Capetown 3/31.

"Executer" left here 3/2 arrive Colombo 3/31, Rangoon 4/7.

"Robin Goodfellow" left here South Africa, arrive Capetown 3/31, Beira, 4/14.

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"Seattle Spirit", left here 3/6 to Capetown, Port Elizabeth,
East London.

"Peter Kerr" left here 3/12 to Capetown, Durban.

"Lone Star", left here 3/5 to Capetown, Port Elizabeth,
East London.

"Polybius" left here 3/10 to Capetown, Port Elizabeth,
East London, Durban.

N.Y. 3/5

/s/ FINK

"

(S. 6739 - P. 26)

(Exhibit 1A6-120, 152

Q647, 648, 649 and 650)

March 6
1941

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a code message which he stated was received from Station AOR. This message when decoded and translated read as follows:

b7C

Message #109.

"Please tell [REDACTED] that ten thousand marks have been transferred to the Banking House NCA L. SCHMIDT, SCHWARZENBACH, GROSA ANSON dash GROSST WILHELM to the credit [REDACTED]"

(S. 6013, P. 6)

He also received a telephone call from HERMAN LANG, who stated that he would not be able to come to his office as he had not been to work that day. He told LANG to come the next day between five and six.

(S 6658 - P. 2)

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March 7,
1941

He will further testify that he received letter addressed to himself as HARRY SAWYER at Post Office Box 67, Madison Square Station, postmarked New York, March 6, 1941, and which was written in German and when translated read as follows:

"ERICH before his departure was arrested and is locked up.

AFZG "

(S. 6715 - P. 27)

He will further testify that at about 5:40 p.m. LANG walked into his office. He handed LANG Message #104, which requested the exact name and address of the firm for which LANG works, and Message #109, which requested that LANG be informed that ten thousand marks had been deposited in the Banking House NCA etc., which were received from Station AOR.

b7C He asked LANG the meaning of some of the sentence in Message #109 but LANG said he also could not make them out. He said the words GROSSA and GROST are probably meant to be GRUSS, meaning "Greetings." However, he recognized the names. He said that the bank in Schwarzenbach would be his home town bank and [REDACTED]

He asked LANG if he knew anything about the man who had been arrested in San Francisco; that he had learned from a friend of his who read it in the paper that the man's name was HANS RITTER. He asked if he knew of that man. LANG said that he used to know him a long time ago; that he then knew him later on; that he was his friend from Mexico. He stated that RITTER had lost about twenty pounds while he was in New York due to the troubles that he had. LANG said that he learned from another friend of his that RITTER was in Japan at that time and wanted to stay there for awhile; that RITTER had written this information in a letter to his friend. He said that some Germans were taking out Japanese citizenship papers for the purpose of leaving the country; that the papers are good for the duration of the trip to Japan.

They talked about what conditions were in Germany after the World War and LANG said that he used to be an active Nazi in the Nazi Party; that later on he got tired of being hounded by the German regime and he left for America.

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They then started talking about BERLIN and LANG said that on his last trip to Germany he did not stay long in Hamburg but went right on to Berlin; that in Berlin he went in and out of the LUFTFAHRT-MINISTERIUM (Air Ministry Building). He said this building contains the Hall of Honors where the generals of the Germany Army meet. He said it was the most closely watched place in Germany and that a man had to be very important or have very important business to get in there. He said that in that building he spoke to [REDACTED] LANG did not specifically say he spoke about the bombsight. However, in his (Sebold's) mind the topic of the conversation was understood. LANG said that this building is on the Leipzigerstrasse. He said that the people in this building wore civilian clothes.

SEBOLD suggested to LANG that he had made a big mistake not to remain in Germany when he had his mission completed there. LANG said that he realized that now; that he wished he knew a way to leave the U.S.A. so he could have breathing space again.

b7C He asked LANG about RANTZAU and pointed out that he had recently read in a local German newspaper about one [REDACTED] and wondered if there was any connection. LANG said that the [REDACTED] he knows is a nephew of this old man and that the nephew is [REDACTED] German Foreign Division and is a major. He said the family comes from around Bremen.

LANG gave him the address of CARL L. NORDEN's plant out of the telephone book as 80 Lafayette Street. He also gave him for transmittal to Germany the information that Norden's engineers are taking instruments apart which come out of German dive bombers for experimental purposes.

LANG left without any agreement as to when they would see each other again.

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He will testify that about 7 p.m. LEO WAALLEN walked into his office and handed him five items. He said that all material which is signed FINK and which carries a serial number, such as "Fink 1", "Fink 2" etc. is material which comes from himself. He said he is making a round of the boatbuilding plants and is talking to workmen and also clipping things out of Marine magazines. In this way he gathers his information. He said he has the run of the place where he works and that it is easy to swipe things out of the office. However, he said that after the disappearance of the F.B.I. Plant Protection Manual things seemed to have gotten a little tighter.

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He said that FEHSE and CLAUSING wanted to call and see him (Sebold) on Monday, March 10th at 9:30 p.m.

The items turned over by WAALLEN were in German and when translated read as follows:

ITEM 1 " March 8, 1941

The ships from last report are loaded, can leave at any hour. English ship KAIPARA reported returned because of damaged engines. CITY OF EDINBURGH returned after being loaded in three other American harbors, is loaded ready to sail to England.

MARNIX VAN SINT ALDEGONE, often reported, again came here and loaded. I cannot tell whether to England or again to Canada.

Following named ships have arrived since last report: English ship CERINTHUS, armed, STARTSTONE, armed and deep sea bombs, cargo is declared mostly for Glasgow. MARKLAND now sailing to England, cargo addressed to London, is now also armed, has received a superstructure like an outer wall where the cargo hatches begin approximately three meters higher around the ship.

ARABIAN PRINCE, armed; PACIFIC PRESIDENT, armed, which leaves here March 8th to Cardiff; PACIFIC GROVE, armed, leaves here March 12th for Cardiff, PACIFIC SHIPPER, leaves here March 13th for Cardiff.

STANWELL, armed, deep sea bombs, minor damages on deck are visible, in spite of which she is loading arrived from Middlesboro.

ALDERPOOL, armed, leaves here March 12th for Hull.

English ship EMPIRE, second word cannot be seen (war series construction) has no masts, short smoke stack, about 9,000 tons, trip from London last 27 days, according to which the ship makes only ten to eleven knots; four inch cannon aft, four machine guns on deck, one anti-aircraft named Holman Projector.

Dutch ship EDAM, armed, deep sea bombs, arrived from Liverpool, carried crews for ships purchased here.

Dutch tanker OSCILA, not armed, painted camouflage, and another Dutch tanker of the same description, principal name ARUBA.

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Norwegian ships VAV and FAVORITE, armed, being loaded for England; two Norwegian tankers PAN NORWAY and MARIT arrived here in shipyard, armament cannot be seen.

Tanker ESSO BOLIVAR under Panama Flag without signs on her sides. Hull black, superstructure, brown empty, arrived here.

Belgian Tanker ESSO BELGIUM, not armed, same appearance and condition as above named ship.

Small Polish ship VISLAW, painted black, armed, arrived here from England, went into shipyard.

Swedish ship KOLSNAREN arrived here, had cargo, coming from England.

Swedish ship NORRUNA loads suspiciously. Leaves here without giving destination.

Norwegian ship BALKIS, unarmed, arrived here from South America. Some enemy ships still lie in shipyards. I could not determine where. Will look them over at the next opportunity.

Small Danish ship HANS EGEDE somewhat smaller than our ELBE guard ships sails from here to Greenland. Has flags on her sides.

I learned that the American Navy will protect American trade routes to the Far East and Africa when the Lend Lease Bill is through. The Danish are supposed to be forced into service for American and English interests through an enacted law. "

ITEM 2

"51 slips are supposed to be erected for the 200 freighters which are to be built. For this purpose \$40,000,000 were appropriated. Pres. Roosevelt has for this purpose given \$36,000,000 from the emergency fund. Slips are being erected at the following ship yards (number and cost).

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	Slip	Dollar
Oregon Shipbuilding Co. Portland, Ore.	8	4,787,000
California " " Los Angeles, Cal.	8	4,766,000
Houston " " Houston, Texas	6	4,680,000
North Carolina " " Wilmington, N.C.	6	5,140,000
Louisiana " " Inc. New Orleans		
	La.	6 4,841,000
Alabama Dry Dock " " Mobile, Alabama	4	1,322,500
Bethlehem-Fairfield Ship Yard Inc.		
Baltimore, Md.	13	7,838,000
	51	33,484,500

The six ships built or being built for the Robin Line of 9700 tons, 479 feet long, carrying capacities 600,000 cubic feet, of which 4200 cubic feet are refrigeration, 17 knots, are named: "Robin Locksley" from New York March 14, 1941 for trip to Capetown and African harbors; "Robin Doncaster", first trip, probably April 10, 1941; "Robin Kettering" first trip contemplated on May 8, 1941.

The other three will be launched in the near future and are named "Robin Sherwood", "Robin Tuxford" and "Robin Wentley," built by the Bethlehem Steel Company, Sparrows Point Plant, Baltimore.

The U.S. Navy Department opened the bids received for 145 motor launches, 45 feet long, on February 28 (Schedule No. 5330). The U.S. Navy has taken over the ship "Dixie" from the Morgan Line and will use the same as a Troop Transport Ship. Built in 1927 by the Federal Shipyard and Drydock Company, Kearny, N.J., 8188 tons, 426.6 feet long, 62.2 feet wide, 15 knots, accommodations for 400 passengers. Last trip from New Orleans to New York on March 1, 1941.

Following New York yachts were sold to H. E. Moss, England.

"Cockawee" 36 ton, 56 feet long, 15 knots; year of construction 1937.
 "Romany" 38 ton, 66 feet long, 18 knots; year of construction -
 "Sea Robin" (ex Pahlo) 51 feet long, 15 knots; year of construction 1938; 21 tons.
 "Slipstream" (ex Ralmarel) 46 feet long, 15 knots, Year of construction 1929, 23 tons.
 "Stins Ray" (ex Sindhusin) 47 feet long, 15 knots, year of construction 1938; 30 tons.

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The Socony Vacuum Oil Company, Inc. N.Y. has requested permission of the Maritime Commission to sell two tankers to the Petroleum Ship Company, Panama, R.P.; Yorba Linda, built 1921, 6,900 ton, 435 feet long, 10½ knots; Algonquin, built 1920, 7229 ton, 435 feet long, 10½ knots.

The Smith Coal & Shipbuilding Co., Leathem, Wisconsin, is building for U.S. Navy one submarine destroyer, 165 feet long (PC 496).

The Snow Shipyards, Inc., Rockland, Me. is building four coastwise mine searchers.

The Shipbuilding Corp. Division of J. K. Welding Co., Inc., Brooklyn, N.Y., 4 Lighters for U.S. Navy (denominations in feet and inches) 110' by 34' by 11', total cost \$314,000; 2 Carfloats for U.S. Navy (welded) 150' by 33' by 8', each cost \$39,800.

March 5, 1941 Fink 11 "

ITEM 3

"Report concerning motor torpedo boats built by the Elco Boat Works, Bayonne, N.J.

The 24 Motor Torpedo Boats built by Elco according to the sketches of the English designer, Hubert Scott-Paine, except that the arrangement of the torpedo tubes and machine guns is somewhat different. The boats run 60 knots and have 3 1200 H.P. Packard Motors (supercharged) each of twelve cylinders. The engine room is aft. 100 Octane Gasoline is used as fuel which gives the boats an effective radius of 3,000 miles. Even in heavy weather with twelve to fifteen feet high waves the boats proved to be very maneuverable and seaworthy. In order to not have to cover deck in such weather there are doors in the bulkheads which can be closed water-tight with few hands. The crew quarters are forward with an electric icebox and an electrically heated plate for cooking as well as provisions for ten days.

b7C

The Yacht "El Esmeralda" [REDACTED] has been purchased as motor ship for \$150,000. On board are dining room, bath and conference rooms for the crews of the M.T. Boats. Present name Niagara.

The structure built in Bayonne for the construction of these boats is 142,000 square foot in size. All equipment was built for the purpose of building submarine destroyers

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and M.T. Boats. The boats are built from the keel up and are planked Diagonal-Carvel with a packing of stuff which is impregnated and laid in white lead between the inner and outer planks, effecting complete water-tightness. For planks African mahogany is used. Thickness of the planks one inch. A special device turns the boats after they have been planked and sets them on to a welded truck on which they can be easily pushed along for each progressive step of the work. The boats are 70 feet long, 22 feet wide and have a depth of five feet. It is claimed that the boats will not sink even with all the spaces filled with water.

After acceptance the boats are given to the N.Y. Navy Yard where the mounting of the four torpedo tubes, 2 Zwilling machine guns and of the smoke screen device follows.

Commandant of the first two motor torpedo boats squadron [redacted] U.S.N., consisting of 21 officers and 168 men. The crew of one boat consists of one officer and eight men. Photographs of the boats have already been sent. More follow.

FINK 9 March 2, 1941. "

ITEM 4

b7C

Standard Government Form of Bid No. 31, on the first page of which is printed "Herrn Gerhoff" and "Fink 10."

ITEM 5

Schedule of Supplies for U.S. Navy, Schedule No. 4969 (ships), bids to be opened on January 25, 1941. This document is also addressed to "Herrn Gerhoff" and is marked "Fink 10."

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(Exhibit 1A31-75; 77; 79; 80; 81;